

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

November 20, 2018
7:00 PM – Regular Meeting
Council Chambers
400 N. Douty St.

5:30 PM CALL TO ORDER STUDY AND CLOSED SESSION:

ROLL CALL:

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed.

*A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence*

Comments from the public are limited to items listed on the agenda (GC 54954.3a). A maximum of three minutes is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.

STUDY SESSION:

- A. Fire Department Reorganization
- B. City Clerk: KCAG Draft Regional Active Transportation Plan

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - Government Code Section 54956.9(d)(1)

Adams v. City of Hanford
Kings County Case No. 18C0068

Cervantes v. City of Hanford
Eastern District Case No. 1:18-cv-00629

Sara Perez v. City of Hanford
Kings County Case No. 17C0335

SJVEDC v. City of Hanford
Kings County Case No. 17C0142

2. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government
Code Section 94956.9(d)(4)

Initiation of Litigation: One potential case

7:00 PM CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

FLAG SALUTE:

CLOSED SESSION ACTION REPORT:

RECOGNITIONS/PROCLAMATIONS:

STAFF COMMUNICATIONS:

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed.

*A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence*

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

- A. City Clerk: Deny Claim for Damages and direct the City Clerk to send notification of the denial to the claimant
- B. Administration: Main Street Hanford Services Agreement

- C. Finance: Warrant Register
- D. Utilities and Engineering: Approval of Final Parcel Map No. 2006-12 and Acceptance of Right of Way Dedications and Easements along Flint Ave. and Mission Dr.
- E. Utilities and Engineering: Acknowledgement of Emergency Resolution on Well 50
- F. Public Works: Reject all bids for the Courthouse HVAC Upgrade Project

PUBLIC HEARINGS:

- A. Public Hearing: Introduction and First Reading of Proposed Ordinance Establishing Hanford Community Choice Aggregation and Approving Implementation plan & Statement of Intent

GENERAL BUSINESS:

COUNCIL REPORTS/COMMENTS:

COUNCIL FUTURE AGENDA ITEMS:

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



**AGENDA
STAFF REPORT**

MEETING DATE: 11/20/2018

AGENDA SECTION: B

SUBJECT:

City Clerk: KCAG Draft Regional Active Transportation Plan

BACKGROUND:

The Kings County Association of Governments, (KCAG), has drafted the Regional Active Transportation Plan, (RATP), and will present it to the Hanford City Council.

FISCAL IMPACT:

ATTACHMENTS:

KCAG RATP_admin draft_Oct 30



4.B.a



Attachment: KCAG RATP_admin draft_Oct 30 (KCAG Presentation)



Kings County Regional Active Transportation Plan

October 2018



EISEN | LETUNIC

TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING



Contents

Chapters

Acknowledgments	ii
1. Introduction	1
2. Benefits of active transportation	4
3. Equity and public health	7
4. Community needs assessment	21
5. Existing conditions	
5.1. Overview	34
5.2. Avenal	44
5.3. Corcoran	54
5.4. Hanford	63
5.5. Lemoore	73
5.6. Unincorporated Kings County	81
6. Proposed improvements	
6.1. Overview	90
6.2. Avenal	100
6.3. Corcoran	106
6.4. Hanford	115
6.5. Lemoore	125
6.6. Unincorporated Kings County	130
7. Strategic implementation	
7.1. Overview	134
7.2. Avenal	137
7.3. Corcoran	138
7.4. Hanford	139
7.5. Lemoore	143
7.6. Unincorporated Kings County	144
8. Potential funding sources	147

Appendices

A. Equity and public health data	151
B. Needs assessment comments	158

Common acronyms

ADA	Americans with Disabilities Act
ATP	Active Transportation Program
CTC	California Transportation Commission
KCAG	Kings County Association of Governments
RATP	Regional Active Transportation Plan
RTP / SCS	Regional Transportation Plan / Sustainable Communities Strategy
SRTS / SR2S	Safe Routes to School(s)

Credits

All photos are by Niko Letunic (Eisen | Letunic), except those on pages 94 and 95, which are by Gary Feinstein (Feinsteinphotos.com). All screenshots of roadways are from Google Street View.

Acknowledgments

KCAG Commissioners

- Glenda Woolley, Avenal City Council
- Sid Palmerin, Corcoran City Council
- David Ayers, Hanford City Council
- Ray Madrigal, Lemoore City Council
- Doug Verboon, Kings County Board of Supervisors
- Joe Neves, Kings County Board of Supervisors

KCAG member agencies

- County of Kings
- City of Avenal
- City of Corcoran
- City of Hanford
- City of Lemoore

KCAG staff

- Terri King, Executive Director
- Yunsheng Luo, Regional Planner
- Christopher Xiong, Regional Planner
- Joel Gandarilla, Executive Assistant
- Teresa Nickell, Regional Planner
- Mary Madrid, Fiscal Analyst

Consultants

- Eisen|Letunic (Niko Letunic, Project Manager)
- Parisi Transportation Consulting

1 | Introduction

What is active transportation?

Active transportation means getting around by walking or biking—and also by rolling, as in a wheelchair or on a push scooter, for example. It is another term for non-motorized transportation, one that expresses the important connection between our transportation choices and healthy, active living.



Active transportation provides a number of important benefits to individuals and communities (see Chapter 2). As people have become more aware of these benefits, interest in walking and biking has increased in many communities, including in Kings County, and there have been growing calls by both decision-makers and the broader public to promote

and encourage these forms of transportation. For people to choose active transportation as a way of getting around, communities must provide a network of sidewalks, bike lanes, paths and trails, safe crossings, traffic-calmed streets and other pedestrian and bicycle facilities that connect the places where people live, work, study, shop, play and visit.

Overview of the Regional Walk and Bike Plan

KCAG has played an important role in promoting active transportation in the county by providing funding and logistical support to its member agencies for the implementation of pedestrian and bicycle projects and programs. This Kings County Regional Active Transportation Plan, known more informally as the Regional Walk and Bike Plan, further demonstrates KCAG's commitment to active transportation. This plan has been prepared in recognition of the benefits of active transportation and its contribution to a more balanced transportation system for the county that gives its residents more options for getting around.

Who, or what, is KCAG?

KCAG, the Kings County Association of Governments, is a government agency that serves as the "metropolitan planning organization" (MPO) for the Kings County region. As such, KCAG carries out multiple planning responsibilities for the region, delivering a range of federal, state and local transportation and other programs. Its most relevant roles to the Regional Walk and Bike Plan are as the agency that plans the region's overall countywide transportation system, coordinates transportation projects among local agencies and distributes much of the funding used for local transportation projects.

KCAG was founded jointly by, and represents, the five municipalities in the county. These five KCAG "member agencies" are the County of Kings and the Cities of Avenal, Corcoran, Hanford and Lemoore. Representatives from each of these agencies serve on KCAG's various boards and committees, with the California Department of Transportation (Caltrans) participating in an advisory capacity.

The Walk and Bike Plan has three main objectives:

- Identify high-priority projects that will make walking and biking throughout Kings County safer and more convenient, more pleasant and more popular.
- Support the goals under the Kings County Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS) of a more balanced transportation system, and serve as the foundation for the non-motorized transportation chapter of the 2018 update of the RTP/SCS. (The RTP/SCS is the long-range plan that guides the development of the transportation system in the county. The plan, which is updated every four years, lists projects and programs to manage, operate and maintain the transportation system better and also to expand it.)
- Position the high-priority projects, and equip the jurisdictions in Kings County, to better compete for federal, state and regional grant funds. That is particularly true for the California Transportation Commission's Active Transportation Program, which is the main statewide source of funding for pedestrian and bicycle projects.

Contents of the plan

Beyond this introductory chapter, the Walk and Bike Plan consists of the following main sections:

- **Chapter 2: Benefits of active transportation.** Chapter 2 makes the case for promoting walking and biking by outlining the numerous benefits of active transportation. These benefit are grouped under five themes: (i) individual and public health; (ii) access and mobility; (iii) neighborhood livability; (iv) economy vitality; and (v) environmental quality of life.
- **Chapter 3: Equity and public health.** This chapter analyzes and summarizes data from around the county on a range of key indicators related to socioeconomic conditions and public health. By documenting the presence of disadvantaged communities and vulnerable populations, Chapter 3 strengthens the case for implementing active transportation projects in Kings County.

An appendix to the plan presents the data that was collected and analyzed for this chapter.

- **Chapter 4: Community needs assessment.** As part of the planning process, KCAG gathered input from the public on the barriers, obstacles and challenges to walking and biking in the county; the needs and concerns of pedestrians and cyclists; problem areas and locations; and ideas and suggestions for improving conditions. Chapter 4 presents the results of the community needs assessment conducted for the Walk and Bike Plan.
- **Chapter 5: Existing conditions.** This chapter establishes the planning context surrounding active transportation in Kings County. It analyzes data on trip-making and traffic collisions, and presents information gathered from the County and the four cities about pedestrian and bicycle issues and conditions at the local level. The chapter is divided into separate sections for each of the four cities, for the unincorporated areas of the county and for countywide issues as a whole.
- **Chapter 6: Proposed improvements.** This chapter compiles the many pedestrian and bicycle projects that have been proposed—under local plans or earlier regional plans—around Kings County. Like Chapter 3 (and also like Chapter 7, below), this chapter is subdivided into separate sections for each of the four cities and for the unincorporated areas. An overview at the beginning of the chapter describes the many types of both infrastructure and non-capital improvements that municipalities may use to improve conditions for cyclists and pedestrians, including school children and people with disabilities.
- **Chapter 7: Strategic implementation.** This chapter may be thought of as the heart of the plan, given that it directly informed the pedestrian and bicycle projects included in the 2018 RTP update. From the longer project lists in Chapter 6, this chapter selects the higher-priority projects for each jurisdiction, including the projects that would likely compete best for funding under the state's Active Transportation Program.

- **Chapter 8: Potential funding sources.** Chapter 8 provides a summary of the most promising federal, state, regional and local funding sources for implementing pedestrian and bicycle projects, particularly the most common types of projects outlined in the Walk and Bike Plan.

Public engagement

Public engagement efforts for the Walk and Bike Plan were focused on four phases of the project: (i) as part of the project launch; (ii) during the community needs assessment process; (iii) to present the proposed improvements; and (iv) during the review and comment period for the public draft version of the plan.

Project launch

KCAG began inviting the public to learn more about the Walk and Bike Plan before the planning process was fully underway. The goals of this early, initial outreach were to introduce the project, and describe the upcoming work and schedule. KCAG set up two versions of a project webpage—one in English (bit.ly/KingsWalknBike) and one in Spanish (bit.ly/KingsPieyBici)—that included contact information and a comment form encouraging people to submit concerns, ideas, suggestions or questions. KCAG also created a bilingual fact sheet about the project.

The inaugural meeting of the Project Advisory Committee for the Regional Walk and Bike Plan was held on October 11, 2017. The project consultant provided an overview of the objectives, planning process and timeline for the project. This was followed by a presentation of the work conducted up to that point, including a write-up of the benefits of active transportation (see Chapter 2), countywide equity and public health analyses (Chapter 3) and the inventory of existing conditions (Chapter 5).

Community needs assessment

While the Walk and Bike Plan reflects projects previously formulated and proposed under earlier plans, it was nevertheless important to conduct a separate needs assessment process for the regional

plan in order to validate those previously proposed projects and to determine the priorities among them. This process gathered input from the public on the barriers, obstacles and challenges to walking and biking in their community; the needs and concerns of pedestrians and cyclists; and ideas and suggestions for improving conditions. Input was sought through an online survey, an online “pinnable” map, community workshops and the second meeting of the Project Advisory Committee, held on February 14, 2018. The community needs assessment process—including the various opportunities for public participation and the resulting comments—is described in more detail in Chapter 4 of this plan.

Proposed improvements

During this outreach round, the proposed improvements compiled under Chapter 6 were presented at two community workshops—on April 30, 2018, at the Avenal Theater, in Avenal; and on May 1, 2018, at the Corcoran City Council Chambers, in Corcoran—and also at the last of three meetings of the Project Advisory Committee, on May 24, 2018. The draft subchapters under Chapter 6 were uploaded to the project webpage for the public to review.



Public draft plan

[This section will be written last, after the draft plan is circulated. It will also include a write-up about the plan adoption process.]

2 | Benefits of active transportation

Why active transportation?

Many communities throughout California and elsewhere have seen greatly increased interest in walking and biking on the part of residents in recent years, not only for recreation but also for transportation. At the same time, there has been a growing acknowledgment by decision-makers and the broader public that active transportation contributes positively to quality of life and, for that reason, it should be encouraged and promoted. The many benefits of active transportation can be grouped into five broad categories:

- Health
- Mobility
- Neighborhood livability
- Economy
- Environment

Health

By definition, active transportation allows people to integrate physical activity into everyday life, by enabling them to walk or bike to their destinations. Even a moderate amount of daily exercise has an impressive range of benefits to both physical and mental health. These benefits range from lower risk of heart disease, adult-onset diabetes, high-blood pressure and stress to more energy, flexibility and muscle strength. Of course, physical activity can also help combat our much-publicized obesity crisis. In addition, by enabling people to drive and pollute less, active transportation can reduce the number of traffic collisions and lead to lower asthma rates.



Did you know...?

- 55% of American adults do not meet minimum recommended levels of physical activity.¹
- Two-thirds of adults, and nearly one-third of children, are considered overweight or obese, with obesity-related health care costs now estimated at \$160 billion per year.²
- Residents in communities with sidewalks are 65% more likely to walk.³
- Teens who walk or bike to school watch less TV and are less likely to smoke.⁴
- The health benefits to individuals of walking and biking have major financial implications for society, since the federal and state governments pay 44% of health care costs.⁵

¹ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see "Health and Environment" fact sheet)

² www.partnership4at.org/why/benefits

³ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see "Health and Environment" fact sheet)

⁴ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see "Youth" fact sheet)

⁵ www.railstotrails.org/policy/active-transportation-for-america/quantifying-benefits/#healthben

Mobility

Active transportation gives people who cannot drive more and cheaper options for getting around independently to meet every day needs. Those who benefit most from improvements to walking and biking include children (particularly for going to school); many seniors and people with disabilities; and low-income people, for whom the cost of owning and operating a car can be prohibitive.



Transportation options are also important for drivers who would like to spend less time behind the wheel shuttling themselves or others around. Drivers benefit from less congestion and demand for parking, and even a small number of people shifting to walking and biking can have an outsized impact on traffic. (The impact is similar to water filling up a slow-draining sink or bathtub and spilling over from even a small change in water flow.)

Did you know...?

- In a typical community, roughly a third of people cannot drive due to age, disabilities or low income.⁶
- In 1969, almost half of children went to school on foot or by bike; by 2009, only 13% did.⁷
- Seniors who do not drive make 65% fewer trips to visit family, see friends or go to church.⁸
- 28% of all trips are one mile or less yet two-thirds of these trips are made by car.⁹
- The 3% drop in vehicle miles traveled in the economic crisis of 2008 produced a 30% drop in peak-period congestion during that year.¹⁰

⁶ www.vtpi.org/nmt-tdm.pdf

⁷ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see “Youth” fact sheet)

⁸ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see “Older Adults” fact sheet)

⁹ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see “Health and Environment” fact sheet)

¹⁰ www.railstotrails.org/policy/active-transportation-for-america/quantifying-benefits/#healthben

Neighborhood livability

To the extent that promoting active transportation leads people to walk and bike more and to drive less, it can improve the quality of life in our neighborhoods in important ways. When residents are out on foot or by bike, they interact more with neighbors. Residential streets become calmer and quieter, which, again, encourages interaction. Streets become safer, not only in terms of traffic but also in terms of crime, since pedestrians and cyclists “put more eyes on the street.” In ways that are rarely appreciated, walking and biking build community and create “social capital.”

Did you know...?

- Improving sidewalks, trails and other places for active transportation creates more attractive and vibrant communities. It is in such places that people typically interact in public, as they stand, wait, socialize and window-shop.¹¹
- Perhaps contrary to popular belief, per capita crime rates tend to be lower in more walkable communities. Better conditions for walking increases the number of active participants, who act as deterrents to illegal or anti-social behavior and are readier to report threats.¹²

¹¹ www.vtpi.org/nmt-tdm.pdf

¹² www.vtpi.org/nmt-tdm.pdf

Economy

Active transportation can benefit the bottom line of households, businesses and cities. The economic benefits of walking and biking include lower transportation costs for individuals and families; increased property values in traffic-calmed neighborhoods; savings to cities from less wear and tear on streets and less demand for roadway improvements and parking lots; a greater ability for cities and the region to attract new residents and employers; and a potential boost to regional tourism.

Did you know....?

- The average annual cost for owning and operating a car is almost \$8,600.¹³
- Car-dependent households devote 20% more income to transportation than households in communities with more pedestrian- and bicycle-friendly streets.¹⁴
- Homes in neighborhoods with a high WalkScore sell for \$4,000 to \$34,000 more than the average home.¹⁵
- 81% of millennials [generally speaking, people born in the 1980s and 1990s] say affordable and convenient transportation alternatives are at least somewhat important when deciding where to live and work.¹⁶

¹³ <https://www.aaa.com/autorepair/articles/what-does-it-cost-to-own-and-operate-a-car>

¹⁴ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see “Economy” fact sheet)

¹⁵ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see “Economy” fact sheet)

¹⁶ “Investing in Place for Economic Growth and Competitiveness,” American Planning Association, May 2014

Environment

In enabling people to make short trips on foot or by bike instead of by car, active transportation can help us address a number of environmental challenges. The most discussed, and perhaps most critical, environmental benefits of active transportation are reduced air pollution and emissions of greenhouse gases. They are not the only ones, however. Other environmental benefits include energy savings; less noise pollution; less water pollution; and even reduced pressure to develop agricultural and open space.

Did you know....?

- 30–45% of Americans live in areas impacted by traffic-related air pollution.¹⁷
- Short car trips pollute more per mile because engines are less efficient during the first few minutes of operation. Because walking and biking tend to substitute for short trips, they provide relatively large energy savings: a 1% shift from driving to walking or biking reduces fuel consumption 2–4%.¹⁸
- Driving can lead to water pollution from car fluids washing off streets and highways in the form of run-off; and from air pollution “depositing” into water bodies.¹⁹
- Driving requires 15 times as much space—in the form of roads and parking—than biking, and about 100 times as much as walking.²⁰

¹⁷ <http://atpolicy.org/resources/making-the-case-for-complete-streets/factsheets/> (see “Health and Environment” fact sheet)

¹⁸ www.vtpi.org/nmt-tdm.pdf

¹⁹ water.epa.gov/lawsregs/lawsguidance/cwa/tmdl/airdeposition_index.cfm

²⁰ www.vtpi.org/nmt-tdm.pdf

3 | Equity and public health

Overview of equity analysis

Certain communities and populations have been marginalized to varying extents by society's over-reliance on cars. Children and many seniors, for example, cannot drive. Lower-income individuals are less likely to own cars and more likely to be stretched financially by transit costs. Limited mobility restricts people's access to jobs, school and other crucial destinations and services. Active transportation can begin to address some of these challenges, since biking and especially walking are affordable transportation options.



In California, the largest source of grant funds for walking and bicycling projects is the California Transportation Commission's Active Transportation Program (ATP). In recognition of transportation's social and equity impacts, the scoring criteria under the ATP strongly favor grant applications for projects that increase access between disadvantaged communities and community resources such as school, employers, parks, medical facilities and community centers. Under the ATP's third funding cycle, in 2017, all of the approximately 50 projects selected for funding under the program's two state-level competitions qualified as directly benefiting disadvantaged communities. For purposes of the ATP, disadvantaged communities are generally defined as meeting certain criteria relating to median household income, environmental pollution and student eligibility to free or reduced-price school meals.

This chapter presents the results of a countywide equity analysis that was conducted as part of the Regional Walk and Bike Plan. The analysis examined the ATP's three indicators relating to disadvantaged communities, plus two additional measures regarding vulnerable populations, at various geographic scales throughout Kings County. The five indicators are:

- Median household income.
- Exposure and sensitivity to environmental pollution.
- Number of students eligible for free or reduced-price school lunch.
- School-age youth as percentage of the population.
- Seniors as percentage of the population.

The sources of the data provided in this section are:

- Median household income and school-age youth and seniors as percentage of the population: U.S. Census Bureau's 2015 American Community Survey 5-year estimates (covering 2011–2015).
- Exposure and sensitivity to environmental pollution: CalEnviroScreen 3.0.
- Number of students eligible for free or reduced-price school lunch: 2016–17 California Longitudinal Pupil Achievement Data System (CALPADS).

Note: Data on some indicators is not available for certain geographic areas, typically due to those areas having small sample sizes.

Household income

Income is a strong predictor of health and other life outcomes. Among other things, higher income increases access to healthcare, options for active living and fresh, healthy food, and is associated with lower exposures to environmental pollution.

As shown below, Kings County, all of its cities and all but one of its unincorporated communities have a lower median household income than does California as a whole.

Table 3.1 | Median household income

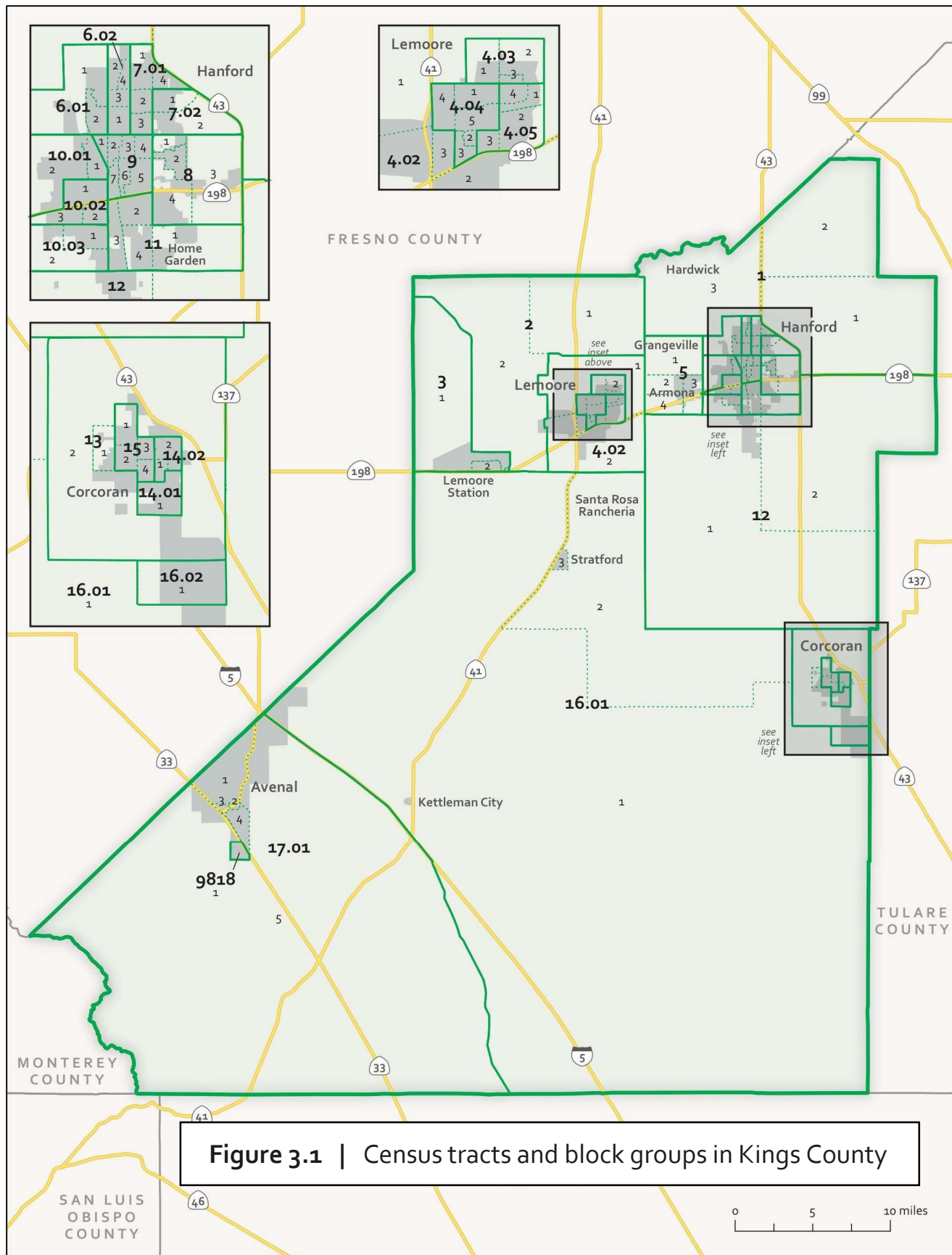
<i>State, county, cities</i>		<i>Unincorporated communities</i>	
California	\$61,818	Armona	\$35,500
Kings County	\$46,481	Grangeville	\$75,313
Avenal	\$32,432	Hardwick	n/a
Corcoran	\$31,831	Home Garden	\$32,411
Hanford	\$53,986	Kettleman City	\$34,286
Lemoore	\$49,623	Lemoore Station	\$41,552
		Stratford	\$22,401

Information on household income is also available at the census tract and census block group levels. (A block group is the smallest geographical unit for which the U.S. Census Bureau publishes sample data.) Data is available for 25 of the county's 27 census tracts (all except the census tracts covering the state prisons at Avenal and at Corcoran) and for 75 block groups. Of these, 14 census tracts and 45 block groups have a median household income that is less than 80% of the statewide median. The table below lists the county's five census tracts and ten block groups with the lowest median household income, including income as a percentage of the statewide median. A map of the county's census tracts and block groups is shown on the next page. Appendix A-1 provides data on median household income for all census tracts and block groups in Kings County.

Table 3.2 | Areas with lowest median household income

<i>Census tract</i>	<i>General location or area</i>	<i>Income</i>	<i>% of statewide median</i>
14.02	Corcoran central area	\$25,089	41%
13	Surrounding Corcoran	\$30,191	49%
11	Hanford SE side, Home Garden	\$30,841	50%
17.01	Avenal, Kings County SW side	\$32,432	52%
15	Corcoran northwest side	\$33,654	54%

<i>Census tract</i>	<i>Block group</i>	<i>General location or area (of census tract)</i>	<i>Income</i>	<i>% of statewide median</i>
9	5	Hanford central area	\$22,106	36%
11	3	Hanford southeast side, Home Garden	\$22,390	36%
16.01	3	Kings County central area, Stratford, Kettleman City	\$22,401	36%
15	2	Corcoran northwest side	\$23,333	38%
14.02	1	Corcoran central area	\$24,432	40%
14.02	2	Corcoran central area	\$25,201	41%
13	1	Surrounding Corcoran	\$25,882	42%
17.01	4	Avenal, Kings County southwest side	\$25,938	42%
11	2	Hanford southeast side, Home Garden	\$27,448	44%
10.02	2	Hanford west side	\$27,740	45%



Environmental pollution

Some communities are more exposed than others to environmental pollution—for example, in the form of dirty air and contaminated water. At the same time, some populations, such as children and seniors, are more sensitive to pollution. A State of California online tool called CalEnviroScreen (version 3.0), identifies communities—based on a variety of environmental and socioeconomic indicators—that are disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. High CalEnviroScreen scores are “bad,” reflecting a high pollution burden and/or sensitivity to pollution; they are associated with adverse health impacts that affect vulnerable populations.

CalEnviroScreen scores are available for 25 of Kings County’s census tracts (all except the census tracts covering the state prisons at Avenal and at Corcoran). Of these, 23 are among the half of census tracts statewide with the highest (or worst) scores for pollution burden and sensitivity to pollution.

The table below lists the census tracts in Kings County with CalEnviroScreen scores in the 75th percentile of census tracts statewide. (Scores have been rounded to the nearest unit.) This means that their score is higher, or “worse,” than that of 75% of census tracts statewide or, in other words, that they are among the 25% most disadvantaged census tracts in the state under this measure. Appendix A-1 provides CalEnviroScreen scores for all census tracts in Kings County.

Table 3.3 | Areas with highest CalEnviroScreen scores

<i>Census tract</i>	<i>General location or area</i>	<i>CES 3.0 percentile</i>
<i>90th percentile and higher</i>		
11	Hanford southeast side, Home Garden	97
<i>85th – 90th percentile</i>		
16.01	Kings County central area, Stratford, Kettleman City	89
13	Surrounding Corcoran	88
8	Hanford east side	86
10.03	Hanford southwest side	86
<i>80th – 85th percentile</i>		
10.02	Hanford west side	83
3	NAS Lemoore and Lemoore Station	82
<i>75th – 80th percentile</i>		
2	North and west of Lemoore	80
5	Armona, Grangeville	77
14.02	Corcoran central area	77
17.01	Avenal, Kings County southwest side	75

School meals

The National School Lunch Program, administered in California by the state's Department of Education, aims to provide nutritionally balanced school meals for free or at reduced prices to qualifying low-income students. The percentage of students who are eligible for free or reduced-price meals (FRPM) at school is broadly reflective of an area's income level.

Table 3.4 | FRPM-eligible students

<i>State, county, school district</i>	<i>Rate</i>
California	58%
Kings County	69%
Armona Union Elementary	82%
Central Union Elementary	53%
Corcoran Joint Unified	83%
Hanford Elementary	81%
Hanford Joint Union High	60%
Island Union Elementary	39%
Kings County Office of Education	72%
Kings River-Hardwick Union Elementary	31%
Kit Carson Union Elementary	80%
Lakeside Union Elementary	91%
Lemoore Union Elementary	63%
Lemoore Union High	45%
Pioneer Union Elementary	43%
Reef-Sunset Unified	90%

The percentage of public school students in Kings County who were FRPM-eligible in the 2016–2017 academic year was almost 10 percentage points higher than in California as a whole (figures have been rounded to the nearest unit). The percentage was also higher for nine of the county's 14 school districts and also for a majority of individual schools in the county. The table below lists the schools in Kings County in which 90% or more of students were FRPM-eligible. Appendix A-2 provides figures for all schools in Kings County.

Table 3.5 | Highest percentage of FRPM-eligible students

<i>School</i>	<i>School district</i>	<i>Rate</i>
Mission Community Day	Corcoran Joint Unified	100%
Hanford Community Day	Hanford Joint Union High	100%
JC Montgomery	Kings County Office of Education	100%
Kings Community	Kings County Office of Education	100%
Adelante High	Reef-Sunset Unified	100%
Lincoln Elementary	Hanford Elementary	97%
Tamarack Elementary	Reef-Sunset Unified	97%
Hanford Elem. Comm. Day	Hanford Elementary	95%
Parkview Middle	Armona Union Elementary	95%
Armona Elementary	Armona Union Elementary	94%
Roosevelt Elementary	Hanford Elementary	93%
Lee Richmond Elem.	Hanford Elementary	92%
Kettleman City Elem.	Reef-Sunset Unified	92%
Lakeside Elementary	Lakeside Union Elementary	91%

School-age youth

Being able to walk and bike safely is essential for children, since they cannot drive and must often get around unaccompanied by an adult. Because so many of the trips made by children are school-related, it is especially important for communities to provide safe walking and biking routes to school.

According to information from the U.S. Census Bureau, Kings County has a higher percentage of school-age children and teenagers (ages 5–17) than does California as a whole. So do two of its cities (Hanford and Lemoore) and all the unincorporated communities except for Lemoore Station. (Figures have been rounded to the nearest unit)

Table 3.6 | School-age youth as percentage of the population

State, county, cities		Unincorporated communities	
California	17%	Armona	30%
Kings County	20%	Grangeville	25%
Avenal	14%	Hardwick	22%
Corcoran	13%	Home Garden	26%
Hanford	22%	Kettleman City	20%
Lemoore	21%	Lemoore Station	17%
		Stratford	22%

Of the 27 census tracts in Kings County, a large majority (21) have a higher percentage of school-age youth than California as a whole, as do 55 of the county's 81 block groups. The table below lists the county's five census tracts and ten block groups with the highest percentage of school-age youth. Appendix A-1 provides figures for all the census tracts and block groups in the county.

Table 3.7 | Areas with the highest percentage of school-age youth

Census tract	General location or area	Rate
13	Surrounding Corcoran	27%
11	Hanford southeast side, Home Garden	27%
6.01	Hanford northwest side	25%
9	Hanford central area	25%
5	Armona, Grangeville	25%

Census tract	Block group	General location or area (of census tract)	Rate
4.04	2	Lemoore central area	43%
10.02	3	Hanford west side	36%
4.05	3	Lemoore east side	36%
9	6	Hanford central area	35%
8	4	Hanford east side	34%
5	3	Armona, Grangeville	33%
11	3	Hanford SE side; Home Garden	33%
4.04	3	Lemoore central area	32%
17.01	4	Avenal, Kings County SW side	31%
15	2	Corcoran northwest side	30%

Seniors

Pedestrian safety is a particular concern for seniors. They are especially vulnerable users of the transportation system, as demonstrated by the fact that in many communities they make up a disproportionate percentage of the people killed or injured in traffic collisions.

The flip side of Kings County's high percentage of youth (see previous section) is a low percentage of seniors. The county and all of its cities and unincorporated communities have a lower percentage of people who are 65 years old and over than does California as a whole. (Figures have been rounded to the nearest unit)

Table 3.8 | Seniors as percentage of the population

State, county, cities		Unincorporated communities	
California	13%	Armona	9%
Kings County	9%	Grangeville	7%
Avenal	5%	Hardwick	3%
Corcoran	6%	Home Garden	10%
Hanford	11%	Kettleman City	2%
Lemoore	7%	Lemoore Station	0%
		Stratford	10%

Even if the population of Kings County is relatively young, eight of the county's 27 census tracts and 21 of its 81 block groups have a higher percentage of seniors than California as a whole. The table below lists the county's five census tracts (plus one tied for fifth) and ten block groups with the highest percentage of seniors. Appendix A-1 provides figures for all the census tracts and block groups in the county.

Table 3.9 | Areas with the highest percentage of seniors

Census tract	General location or area covered		Rate
10.01	Hanford northwest side		19%
6.02	Hanford north of W Grangeville between N 11 th and N Douty		16%
7.02	Hanford north of W Grangeville and east of N 10 th		15%
2	North and west of Lemoore		15%
1	North and northeast of Hanford		14%
7.01	Hanford north of W Grangeville between N Douty and N 10 th		14%

Census tract	Block group	General location or area (of census tract)	Rate
8	3	Hanford east side	23%
6.02	3	Hanford north of W Grangeville btwn N 11 th and N Douty	23%
5	4	Armona, Grangeville	22%
1	1	North and northeast of Hanford	21%
7.01	2	Hanford north of W Grangeville btwn N Douty and N 10 th	20%
1	3	North and northeast of Hanford	20%
10.01	1	Hanford northwest side	19%
10.01	2	Hanford northwest side	19%
7.01	3	Hanford north of W Grangeville btwn N Douty and N 10 th	18%
2	1	North and west of Lemoore	17%

Overview of public health analysis

Common sense and hard data both tell us that sedentary lifestyles are taking a heavy toll on our health. According to California Active Communities, “In California, physical inactivity...is by a large margin the most prevalent chronic disease risk factor, contributing to an estimated 30,000 deaths each year.”

As the evidence has mounted, the world of transportation planning (and also of land use planning) has responded by paying increased attention to the connection between active transportation and public health. Walking and biking are among the most accessible forms of physical activity, promising multiple health benefits. Potential health benefits include preventing or controlling chronic diseases such as high blood pressure, heart disease, stroke and diabetes; helping to maintain a healthy weight; and improving mood and lowering stress levels.

An especially relevant example of the increased attention paid to the link between active transportation and public health is found in the California Transportation Commission’s guidelines for the Active Transportation Program (ATP). The scoring criteria under the ATP strongly favor grant applications for projects that not only increase disadvantaged communities’ access to community amenities (see introduction to equity section) but also projects that can demonstrate a public health need and that benefit populations with high risk factors for various health issues.

This chapter presents the results of a countywide public health analysis that was conducted as part of the Regional Walk and Bike Plan. The analysis examined seven measures, or indicators, listed below, related to public health at various geographic scales throughout Kings County.

- Percentages of students not meeting certain physical fitness standards.
- Percentage of adults who walk regularly.
- Percentage of adults in fair or poor health.
- Percentage of teenagers considered overweight or obese.

- Percentage of adults considered obese.
- Percentage of adults ever diagnosed with asthma.
- Percentage of adults ever diagnosed with diabetes.

The data on youth physical fitness comes from the California Department of Education. The data for all the other indicators is from the California Health Interview Survey (CHIS), for the year 2014.

Note: Data on some indicators is not available for certain geographic areas, typically due to those areas having small sample sizes.

Youth physical fitness

Regular physical activity is perhaps even more essential for children and teenagers, given their developing bodies, than for adults. The California Department of Education assesses public school students in the 5th, 7th and 9th grades across the state under six measures of fitness. The two measures most related to physical activity are aerobic capacity and body composition (which generally describes the percentages of fat, bone and muscle in human bodies). Student results that do not fall within the “Healthy Fitness Zone” under a fitness measure are generally classified as “Needs Improvement” or, for worse results, as “Needs Improvement—Health Risk” (NI-HR).

The table below shows the number of schools where the percentages of students in each of three grade levels who fall in the NI-HR category for aerobic capacity and for body composition are higher than the statewide percentages. The numbers are shown as fractions: for example, 19/30 in the table below means that at 19 out of 30 schools countywide that have a 5th grade, and for which results were reported, a higher percentage of students fall within the NI-HR category than statewide. (To protect confidentiality, the Department of Education does not show scores for when the number of students tested in a school at a given grade level was 10 or less.) Appendix B presents the results for all the schools.

Table 3.10 | Percent of students in the “Needs Improvement—Health Risk” category

	<i>5th grade</i>	<i>7th grade</i>	<i>9th grade</i>
Aerobic capacity	19 / 30	7 / 19	7 / 10
Body composition	18 / 30	11 / 19	5 / 10

Adult physical activity

Regular exercise is important in maintaining health and preventing disease. Physical activity can help control weight; strengthen bones and muscles; reduce the risk of obesity, diabetes, heart disease, some cancers and other diseases; and improve mental health and mood. Guidelines by the U.S. Office of Disease Prevention and Health Promotion recommend that adults participate in at least 150 minutes a week of moderate-intensity physical activity such as walking or 75 minutes a week of vigorous-intensity aerobic physical activity such as running.



A significantly lower percentage of adults (ages 18 and over) in Kings County had walked for transportation or leisure for at least 150 minutes in a previous one-week period than in California as a whole. As shown in the table below, the rate was also lower in all of the county’s cities and zip codes and in the four unincorporated communities for which data is available. (The map of zip codes in Kings County is shown on the next page.)

Table 3.11 | Adults walking regularly

<i>State, county, city</i>	<i>Rate</i>
California	33.0%
Kings County	24.2%
Avenal	22.2%
Corcoran	25.4%
Hanford	24.6%
Lemoore	25.5%

<i>Unincorporated community</i>	<i>Rate</i>
Armona	20.9%
Grangeville	n/a
Hardwick	22.8%
Home Garden	n/a
Kettleman City	22.9%
Lemoore Station	22.4%
Stratford	n/a

<i>Zip code</i>	<i>General location or area</i>	<i>Rate</i>
93202	Armona south of Front Street	20.9%
93204	Avenal and surroundings	22.2%
93212	Corcoran and surroundings	26.1%
93230	Hanford, Grangeville, Hardwick, Home Garden	24.2%
93239	Kettleman City and surroundings	22.9%
93245	Lemoore, Lemoore Station, Santa Rosa Rancheria	24.6%
93266	Stratford and surroundings	22.7%

Health status

A significantly higher percentage of adults (ages 18–64) in Kings County reported being in poor or only fair health than in California as a whole. As shown in the table below, and with the exception of Lemoore Station, the rate was also higher in all of the cities, unincorporated communities and zip codes for which data is available.

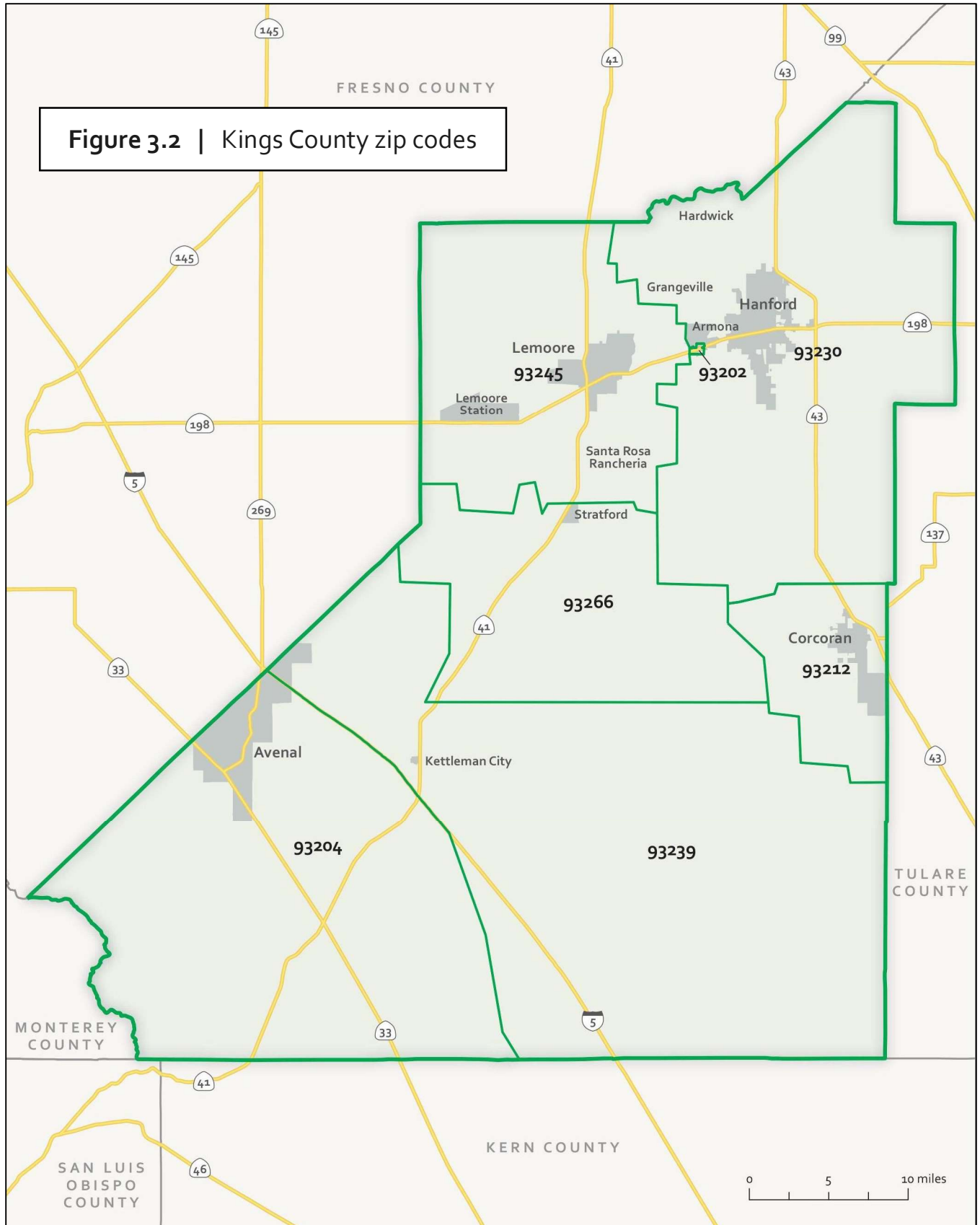
Table 3.12 | Adults reporting fair or poor health

<i>State, county, city</i>	<i>Rate</i>
California	19.2%
Kings County	28.6%
Avenal	n/a
Corcoran	37.2%
Hanford	26.0%
Lemoore	23.9%

<i>Unincorporated community</i>	<i>Rate</i>
Armona	41.4%
Grangeville	n/a
Hardwick	n/a
Home Garden	n/a
Kettleman City	40.6%
Lemoore Station	18.1%
Stratford	n/a

<i>Zip code</i>	<i>General location or area</i>	<i>Rate</i>
93202	Armona south of Front Street	41.4%
93204	Avenal and surroundings	n/a
93212	Corcoran and surroundings	37.1%
93230	Hanford, Grangeville, Hardwick, Home Garden	27.6%
93239	Kettleman City and surroundings	40.6%
93245	Lemoore, Lemoore Station, Santa Rosa Rancheria	24.8%
93266	Stratford and surroundings	37.3%

Figure 3.2 | Kings County zip codes



Overweight and obesity

Overweight and obesity are the accumulation of excess body fat. These conditions are generally considered medically unhealthy, since they can lead to a host of long-term complications such as diabetes, high blood pressure, heart disease and reduced life expectancy. Adults are commonly considered obese if their “body mass index” (BMI) is 30 units or higher (BMI is a measure that relates a person’s weight to his or her height). Overweight for adults is defined as a BMI of 25 units or higher. Definitions for children vary depending on age.



As shown in the table below, Kings County and all its cities and zip codes for which data is available have a significantly higher percentage than California as a whole of teens (ages 12–17) whose BMI is in the 85th percentile of the population or higher. Similarly, the county and all its cities, unincorporated communities (except Lemoore Station) and zip codes have a significantly higher percentage than statewide of adults (ages 18 and over) who had a BMI of 30 or above, based on self-reported weight and height.

Table 3.13 | Overweight / obese teens; obese adults

<i>State, county, city</i>	<i>Teen rate</i>	<i>Adult rate</i>
California	33.1%	25.8%
Kings County	43.1%	36.6%
Avenal	n/a	35.0%
Corcoran	44.3%	42.8%
Hanford	41.0%	36.4%
Lemoore	44.0%	33.9%

<i>Unincorporated community</i>	<i>Teen rate</i>	<i>Adult rate</i>
Armona	n/a	44.8%
Grangeville	n/a	n/a
Hardwick	n/a	36.8%
Home Garden	n/a	n/a
Kettleman City	n/a	41.4%
Lemoore Station	n/a	24.4%
Stratford	n/a	n/a

<i>Zip code</i>	<i>General location or area</i>	<i>Teen rate</i>	<i>Adult rate</i>
93202	Armona south of Front Street)	n/a	44.8%
93204	Avenal and surroundings)	n/a	35.0%
93212	Corcoran and surroundings)	44.5%	42.2%
93230	Hanford, Grangeville, Hardwick, Home Garden)	41.3%	37.4%
93239	Kettleman City and surroundings)	n/a	41.4%
93245	Lemoore, Lemoore Station, Santa Rosa Rancheria)	43.1%	33.1%
93266	Stratford and surroundings)	n/a	39.4%

Asthma

Asthma is a chronic lung disease that inflames and narrows the airways. It can cause repeated episodes of wheezing, chest tightness, shortness of breath and coughing. Asthma attacks are triggered by a number of factors, including smog, dust, smoke and pollen. Although it cannot be cured, asthma can be managed with appropriate treatment and medication.

The table below shows the percentages of adults (ages 18 and over) in various areas who have ever been diagnosed with asthma by a doctor. Kings County, as well all its cities, unincorporated communities and zip codes for which data is available, has a higher percentage of asthma-diagnosed adults than California as a whole.



Table 3.14 | Adults diagnosed with asthma

<i>State, county, city</i>	<i>Rate</i>
California	13.9%
Kings County	18.4%
Avenal	n/a
Corcoran	18.9%
Hanford	18.7%
Lemoore	20.0%

<i>Unincorporated community</i>	<i>Rate</i>
Armona	16.2%
Grangeville	n/a
Hardwick	18.7%
Home Garden	n/a
Kettleman City	19.0%
Lemoore Station	23.2%
Stratford	n/a

<i>Zip code</i>	<i>General location or area</i>	<i>Rate</i>
93202	Armona south of Front Street)	16.2%
93204	Avenal and surroundings)	n/a
93212	Corcoran and surroundings)	18.6%
93230	Hanford, Grangeville, Hardwick, Home Garden)	18.5%
93239	Kettleman City and surroundings)	19.0%
93245	Lemoore, Lemoore Station, Santa Rosa Rancheria)	19.8%
93266	Stratford and surroundings)	22.5%

Diabetes

Diabetes is a collection of metabolic diseases characterized by high blood-sugar levels over an extended period. Untreated, diabetes can cause serious health problems such as strokes, heart disease, kidney failure and associated complications. There are two main types of the disease: Type 1, usually diagnosed in children and young adults; and Type 2, traditionally known as “adult-onset diabetes” but being increasingly diagnosed in children as a result of higher childhood obesity rates. Regular physical activity can help prevent or delay Type 2 diabetes from developing.

The table below shows the percentages of adults (ages 18 and over) in various areas who have ever been diagnosed with diabetes by a doctor. Kings County—as well all its cities, unincorporated communities and zip codes for which data is available, with the exception of Lemoore Station—has a higher percentage of diabetes-diagnosed adults than California as a whole.

Table 3.15 | Adults ever diagnosed with diabetes

<i>State, county, city</i>	<i>Rate</i>
California	8.8%
Kings County	10.6%
Avenal	n/a
Corcoran	15.1%
Hanford	10.8%
Lemoore	9.3%
<i>Unincorporated community</i>	
Armona	13.7%
Grangeville	n/a
Hardwick	10.7%
Home Garden	n/a
Kettleman City	14.1%
Lemoore Station	2.8%
Stratford	n/a

<i>Zip code</i>	<i>General location or area</i>	<i>Rate</i>
93202	Armona south of Front Street	13.7%
93204	Avenal and surroundings	n/a
93212	Corcoran and surroundings	14.8%
93230	Hanford, Grangeville, Hardwick, Home Garden	11.1%
93239	Kettleman City and surroundings	14.1%
93245	Lemoore, Lemoore Station, Santa Rosa Rancheria	9.1%
93266	Stratford and surroundings	12.8%

4 | Community needs assessment

Overview

Through a planning-level review of existing facilities and of earlier related planning documents, the existing conditions task for the Kings County Regional Walk and Bike Plan began to reveal challenges and deficiencies in the county's pedestrian and bicycle systems. However, those reviews lacked the "user perspective." To gain a meaningful understanding of pedestrian- and bicycle-related needs in Kings County, it was necessary to seek the input of the real experts: people who walk and bike on the county's roads on a regular basis—or who would like to but are discouraged from doing so for various reasons.

The community needs assessment for the Regional Walk and Bike Plan consisted of gathering input from the public on the following issues:

- Barriers, obstacles and challenges to walking and biking in the county;
- Needs and concerns of local pedestrians and cyclists;
- Specific problem areas and locations; and
- Ideas and suggestions for improving conditions.

This chapter describes the various opportunities that KCAG made available for public engagement and participation on these issues. More importantly, the chapter summarizes the community input received.

Opportunities for public input

Community input on needs was gathered through three main channels. These are discussed in detail in the rest of this chapter:

- Online survey, administered in both English and Spanish. The survey ran for two months, from October 17 through December 17, 2017.
- Interactive map on which people could post comments. The map was also available in both English and Spanish versions, and it was open for comments during the same period as the survey.

- Presentations made at a series of meetings and workshops between mid-October and mid-December 2017.

These engagement opportunities were publicized in the various presentations and in the following additional main ways:

- On the project webpage for the Walk and Bike Plan (English version at bit.ly/KingsWalknBike; Spanish version at bit.ly/KingsPieyBici; see the figure on the next page).
- In a mass email to the approximately 100 people on the project's email distribution list; the list includes city and county staff and officials, representatives of community organizations, advocates, and other stakeholders and interested members of the public.
- On the KCAG website.
- In customized announcements, with a request to forward information to their constituents, to:
 - City and county staff.
 - Local print and online media, namely the Hanford Sentinel, Lemoore Leader, Corcoran Journal and Avenal Chimes
 - The Hanford Chamber of Commerce and Downtown Lemoore Merchants Association.
- In an announcement through the County Superintendent of Schools to all the school districts in the county.
- At the November 29, 2017 meeting of the Stakeholder Advisory Group for the Kings County Regional Transportation Plan / Sustainable Community Strategy.

Figure 4.1 | Screenshot of project webpage

Kings County Regional Walk and Bike Plan

OCTOBER 2017

How can we make it safer and easier to walk and bike in Kings County? To find out, the Kings County Association of Governments (KCAG) is currently developing a Walk and Bike Plan for the county. The plan will identify the most important projects for walking and biking in each of the county's four cities – Avenal, Corcoran, Hanford and Lemoore – as well as for the rest of the county.

At this point, we are looking for input from the residents of Kings County on your concerns and needs related to walking and biking in your area, and also for your ideas and suggestions on how to improve conditions. Listed below are five ways in which you can provide input.

WAYS TO PROVIDE INPUT

1. Fill out our survey at www.surveymonkey.com/r/KingsWalknBike. The survey is open through Sunday, December 17, 2017. Anyone who completes the survey will be eligible to win one of three \$25 gift cards for Amazon.com.
2. Post your comments on our interactive map at bit.ly/2kLxi4u (also through December 17).
3. Submit a comment directly through here by clicking on "Next" at the bottom of the page.
4. Attend KCAG's workshops: (i) Nov. 1, 2017, 6:30 to 8:30 pm, at the Avenal Theater (233 E Kings St., in Avenal); (ii) Nov. 9, 2017, 6:30 to 8:30 pm, at the Kings County Government Center (Building #1, Multi-Purpose Room; 1400 W. Lacey Blvd., in Hanford).
5. Contact Yunsheng Luo (KCAG) at Yunsheng.Luo@co.kings.ca.us or at (559) 852-2584.

Thanks in advance for taking the time to share your thoughts. Your input is important, as it will help us develop recommendations for the Kings County Regional Walk and Bike Plan.

Versión en **ESPAÑOL** de esta página: bit.ly/KingsPieyBici



NEXT

Never submit passwords through Google Forms.

Key themes from the comments

The comments summarized later in this chapter, and listed in the appendices, present a rich picture of the community's thoughts and opinions about walking and biking in Kings County. From these comments, several themes emerge as especially important areas of concern and as key focus areas for improvements:

- The main issues, concerns and needs related to **infrastructure for walking** are:
 - Lack of or discontinuous sidewalks on some key street segments.
 - Cracked, broken or uneven sidewalks.
 - Sidewalk obstructions such as trash, fallen trees, low-hanging branches, tree roots and overgrown vegetation.
 - Lack of walking paths and trails separated from traffic.
 - Lack of crosswalks or of other crossing improvements at some key intersections.
 - Insufficient, or insufficiently bright, street lights.
- The main issues related to **infrastructure for biking** are:
 - Lack of or discontinuous bike lanes on some key street segments.
 - Potholes and rough or uneven pavement.
 - Lack of multi-use paths and trails separated from traffic.
 - Lack of bike-parking racks at some key locations, particularly stores and parks.
 - Insufficient, or insufficiently bright, street lights.
 - The concerns related to sidewalks and crosswalks mentioned above also apply to children riding bikes, since they may use sidewalks and crosswalks legally.
- A number of key issues raised are not infrastructural but instead are of a more **policy-related** nature:
 - Dangerous behavior on the part of drivers (most importantly around schools) in the form of speeding, distracted driving, failure to yield to pedestrians and disregard of cyclists.

- Lack of promotion or encouragement of biking.
- Bike lanes blocked by parked cars.

- Lastly, some of the most salient issues, needs and concerns are related to pedestrian and bicycle planning **only minimally or indirectly**:
 - Scary or threatening dogs (both stray and domestic ones).
 - Vagrants, strangers and other types of individuals perceived as threatening.
 - Uncomfortably hot or cold weather.

How the needs assessment will be used

The community input on walking and biking concerns and needs will be used during the next task in the planning process to identify potential improvements and formulate recommendations under the Regional Walk and Bike Plan. The recommendations will attempt to respond closely to the community input expressed through the needs assessment, as presented in this chapter. At the same time, the identification of potential improvements and formulation of recommendations will be informed by several other important sources:

- Proposals and recommendations in earlier related plans that were reviewed and summarized under the existing conditions task.
- A simple "call for projects"-type process asking KCAG member-agency staff to suggest projects and other improvements beyond those identified in earlier plans.
- Targeted site visits by the plan consultants to examine physical conditions more closely. The site visits will focus on arterial streets in the three jurisdictions for which pedestrian/bicycle plans have not been prepared: Corcoran, Lemoore and unincorporated Kings County. Arterials are typically the most direct, convenient routes and on which most key destinations are located. For these reasons, arterials attract the bulk of pedestrian, bike and car traffic, and therefore experience the majority of conflicts between drivers and pedestrians or cyclists.

Online survey

KCAG ran an online survey on walking and biking for two months, from October 17 through December 17, 2017. The survey was administered through SurveyMonkey.com in two versions, English and Spanish, and contained 12 questions, all of which were optional. The survey received 647 responses. (Some responses were incomplete, meaning that not all questions were answered.) Respondents were eligible to win one of three \$25 gift cards for Amazon.com.

Below is a description of each question on the survey and summaries of the responses given. In addition, as indicated under various questions, all relevant comments submitted through the survey are listed in Appendix B. (The comments have been edited lightly for readability.)

It should be noted that the survey was announced to all school districts through the County Office of Education. Many students took the opportunity to respond, with the result that students and people under 18 years of age make up approximately three quarters of the survey respondents. Also, roughly

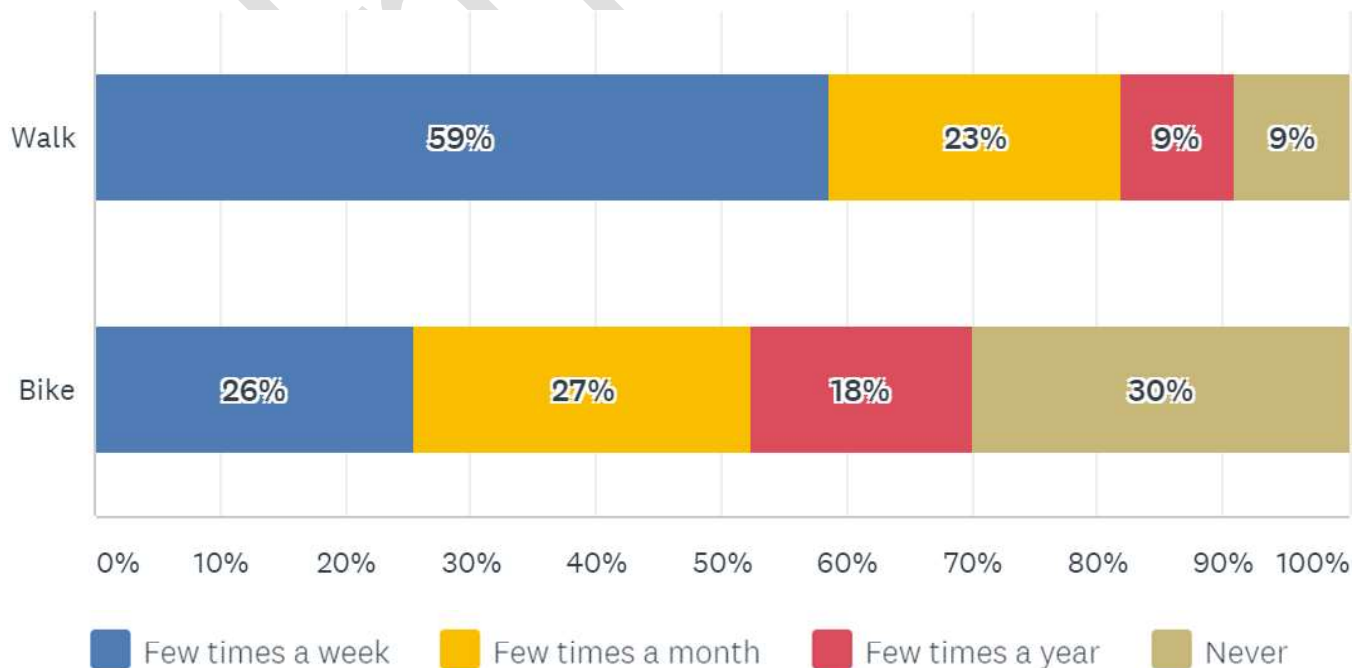
the same percentage of respondents live in Hanford, indicating that the survey announcement was especially successful in reaching schools in that city. At the same time, over 140 non-students and a similar number of non-Hanford residents responded to the survey.

1. Walking or biking for recreation

The survey's opening question asked, "How often do you walk or bike for fun or exercise (to go around the neighborhood, around the park, etc.)?" There were four answer choices: "a few times a week," "a few times a month," "a few times a year" and "never." Two rows of answer choices were provided, one for walking and one for biking; 623 people responded regarding walking and 575 responded regarding biking.

As the figure below shows, almost 60% of respondents walk for recreation a few times a week while just over a quarter bike for recreation at the same frequency. At the other end of the spectrum, almost one tenth never walk, and 30% never bike, for recreation.

Figure 4.2 | How often respondents walk or bike for fun or exercise



2. Walking or biking for transportation

Similarly, Question 2 asked, “How often do you walk or bike for transportation (to go to school, to work, to the store, etc.)?” 615 people responded regarding walking and 562 responded regarding biking.

Just over 40% of respondents walk for transportation a few times a week while 14% bike for transportation at the same frequency (see the figure below). At the other end of the spectrum, almost 30% never walk, and almost 60% never bike, for transportation.

Figure 4.3 | How often respondents walk or bike for transportation

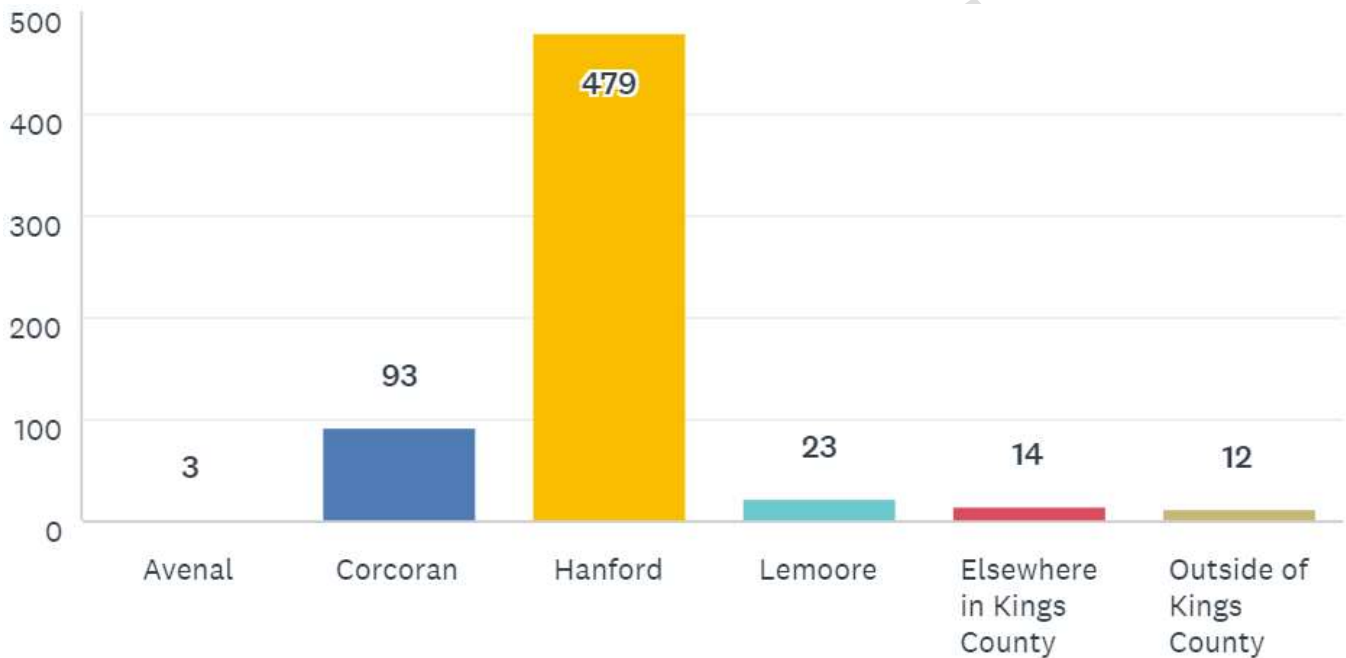


3. Place of residence

Question 3 asked, “Where do you live?” 624 people responded to this question. As mentioned earlier,

just over three quarters of respondents (479, or 77%) live in Hanford, while another 93 (15%) live in Corcoran (see the figure below). Small numbers of respondents live in Avenal, Lemoore, elsewhere in Kings County or outside the county.

Figure 4.4 | Where respondents live

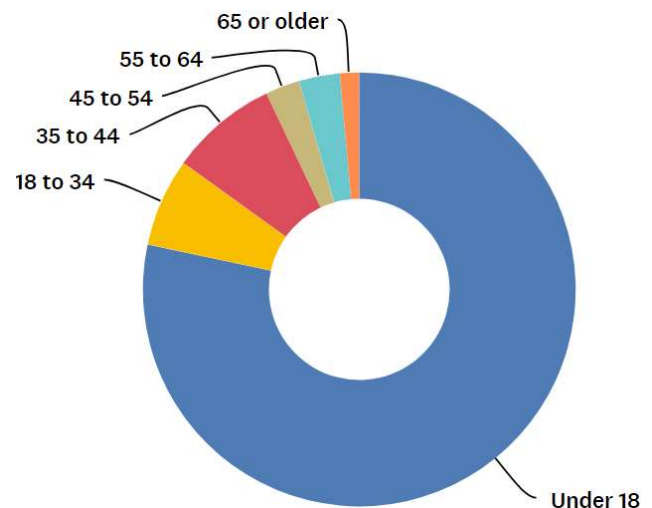


4. Age

Question 4 asked, “How old are you?” 623 people responded to this question. The table below and chart to the right show the breakdown of respondents by age group. As mentioned earlier, just over three quarters of respondents (488, or 78%) are under 18 years of age.

Figure 4.5 | Respondents by age group

	Count	Percent
Under 18	488	78%
18–34	41	7%
35–44	50	8%
45–54	16	3%
55–64	19	3%
65 and older	9	1%
	623	100%

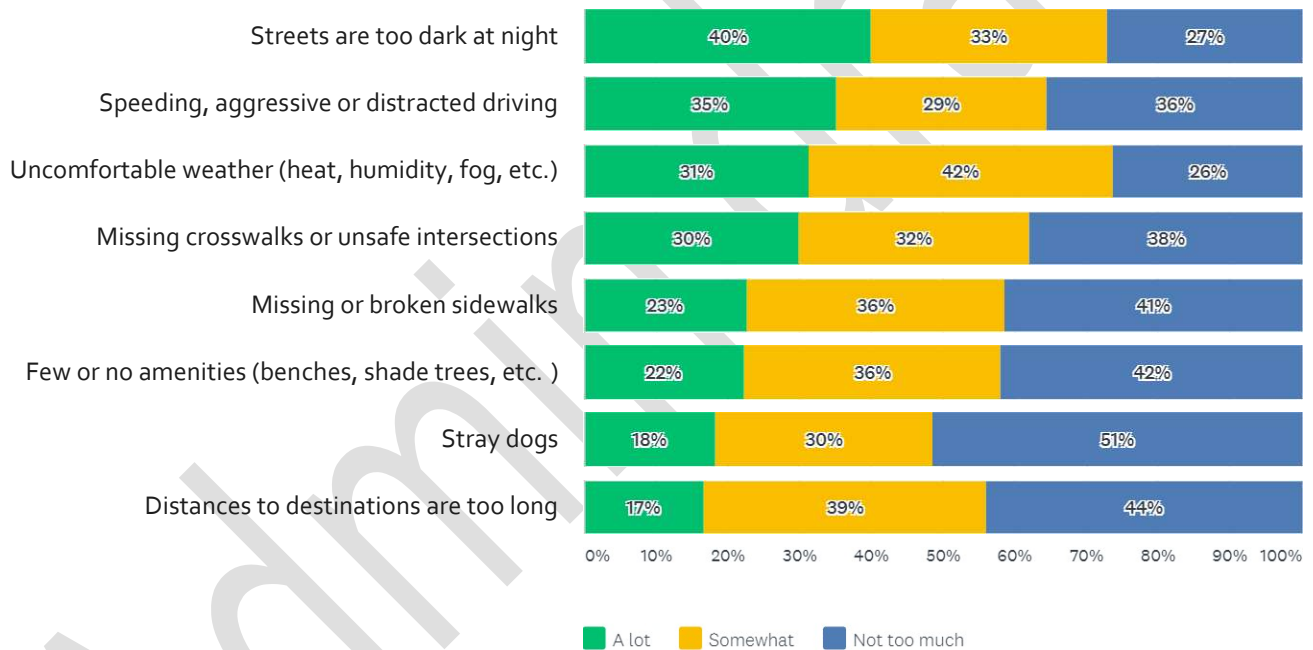


5. Student, parent/guardian or neither

Under Question 5:

- 77% of respondents (482 out of 624) said they are a student at an elementary, middle or high school;
- 12% (76 respondents) indicated that they are the parent or guardian of a student at an elementary, middle or high school; and
- 11% (66 respondents) said they are neither a student nor a parent or guardian.

Figure 4.6 | Challenges and obstacles to walking



As the figure above shows, four challenges are seen by 30% or more of respondents as discouraging people “a lot” from walking. These could be interpreted as the most important or significant obstacles to walking in the county:

- Streets are too dark at night.
- Speeding, aggressive or distracted driving.
- Uncomfortable weather.
- Missing crosswalks or unsafe intersections.

6. Challenges and obstacles to walking

Question 6 listed eight potential challenges and obstacles to walking, and asked respondents, “In your opinion, how much do they discourage you or other people from walking?” (On surveys, the challenges appeared in random order.) The answer choices were “a lot” (shown in the chart below as green) “somewhat” (yellow) and “not too much” (blue). 534 people responded to this question.

In addition, this question encouraged respondents to discuss any other major challenges to walking, beyond those listed previously. Pertinent comments submitted under this question are listed in Appendix B-1. The only notable additional challenge cited in the comments is personal safety concerns related to the presence of vagrants, strangers and other types of individuals perceived as threatening.

7. More about walking

Question 7 asked, “Where (if at all) do you walk for recreation or transportation? What do you most enjoy about walking there? What do you like least?” Appendix B-2 contains the pertinent comments submitted under this question. The places where respondents said they walk most often are:

- To school.
- Around their own neighborhoods.
- To friends’ and relatives’ homes
- To and in parks.
- To neighborhood stores.

The things people most enjoy about walking are:

- Being outside, enjoying the scenery.
- Spending time with friends or family members.
- Having “alone time.”
- The exercise.

Lastly, the things people enjoy least about walking correspond closely to common responses under Question 6:

- Cracked, broken or uneven sidewalks.
- Lack of sidewalks and crosswalks.
- Distracted or speeding drivers, and drivers who don’t yield to pedestrians.
- Streets that are too dark at night.
- Scary dogs, stray dogs.
- Uncomfortably hot or cold weather.

8. Pedestrian improvements

Question 8 asked, “What is the one thing (or things) that you would do to improve walking in your area?” Appendix B-3 contains the pertinent comments submitted under this question. The most common suggestions for improving walking generally addressed the main challenges raised under Question 6:

- Sidewalks, walking paths and crosswalks.
- Fixed-up sidewalks, sidewalk maintenance.
- More or brighter street lights.
- Increased police enforcement against unsafe driving, particularly speeding; more stop signs.
- Shade trees.
- Crossing guards around schools.

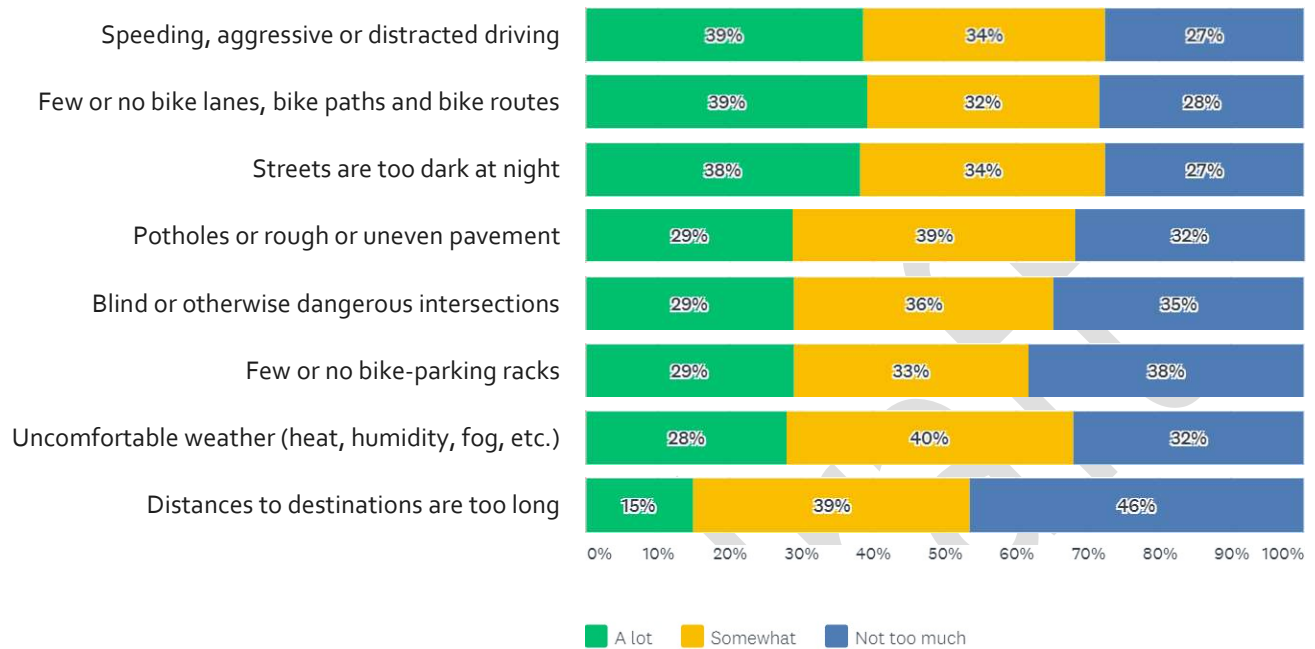
9. Challenges and obstacles to biking

Question 9 listed eight potential challenges and obstacles to biking, and asked respondents, “In your opinion, how much do they discourage you or other people from biking?” (The challenges were listed in random order.) The answer choices were “a lot” (shown in the chart on the next page as green) “somewhat” (yellow) and “not too much” (blue). 465 people responded to this question.

As the figure on the next page shows, three challenges are seen by more than 30% of respondents as discouraging people “a lot” from biking. These could be interpreted as the most important or significant obstacles to biking in the county:

- Speeding, aggressive or distracted driving (39% of respondents).
- Few or no bike lanes, bike paths and bike routes (also 39% of respondents).
- Streets are too dark at night (38% of respondents).

In addition, this question encouraged respondents to discuss any other major challenges to biking, beyond those listed previously. Pertinent comments submitted under this question are listed in Appendix B-4. The main additional challenge cited in the comments is the presence on sidewalks of trash, fallen trees, low-hanging branches, weeds and other obstructions. (These responses reflect the fact that children may legally ride their bikes on sidewalks.)

Figure 4.7 | Challenges and obstacles to biking

10. More about biking

Question 10 asked, “Where (if at all) do you bike for recreation or transportation? What do you most enjoy about biking there? What do you like least?” Appendix B-5 contains the pertinent comments submitted under this question. The places where respondents said they bike most often are almost the same as where they walk most often:

- To school.
- To and in parks.
- To friends’ and relatives’ homes.
- Around their own neighborhoods.
- Around town.

The things people most enjoy about biking are:

- Having a bike lane to ride in.
- Being outdoors, enjoying the scenery.
- The exercise.

Lastly, the things people enjoy least about biking correspond closely to common responses under Question 9:

- Not having a bike lane.
- Fast, heavy traffic
- Distracted or aggressive drivers.
- Potholed streets.
- Cracked, broken or uneven sidewalks.

11. Biking improvements

Question 11 asked, “What is the one thing (or things) that you would do to improve biking in your area?” Appendix B-6 contains the pertinent comments submitted under this question. The most common suggestions for improving biking are:

- More bike lanes; enforcement to keep bike lanes clear of parked cars.
- More bike paths and multi-use trails (separate from traffic).
- Smoother roads, pavement maintenance, pothole repairs.
- More bike-parking racks, particularly at stores.
- More or brighter street lighting.
- More sidewalks, smoother sidewalks, sidewalk maintenance; also, more crosswalks. (These responses reflect the fact that children may legally ride their bikes on sidewalks and on crosswalks.)

- Lower speed limits; more stop signs.
- Signage to make drivers aware of cyclists.
- Bike-to-work, bike-to-school days.

12. Drawing for gift cards; sign-ups for updates and announcements

- 240 people provided their email address to be entered in the drawing for one of three \$25 gift cards for Amazon.com. (The drawing was held using an online service for this purpose called Random.org. Three winners were picked at random. They were notified of having won and were emailed their gift card.)
- 80 people provided their email address to receive future announcements and updates about the Kings County Regional Walk and Bike Plan.

Interactive map

In addition to the survey, KCAG made available two versions of an online map—one with instructions in English (see the figure below) and one in Spanish—on which people could pin markers with location-specific as well as general comments. The maps, which were administered through a service called ZeeMaps, were open for comments for two months from October 17 through December 17, 2017, the same time period as for the survey.

Thirteen comments were submitted through the English-version map, while no comments were posted on the Spanish version. While the maps are now closed for comment, the comments posted on the English-version map may still be viewed at <http://bit.ly/2kLxi4u>.

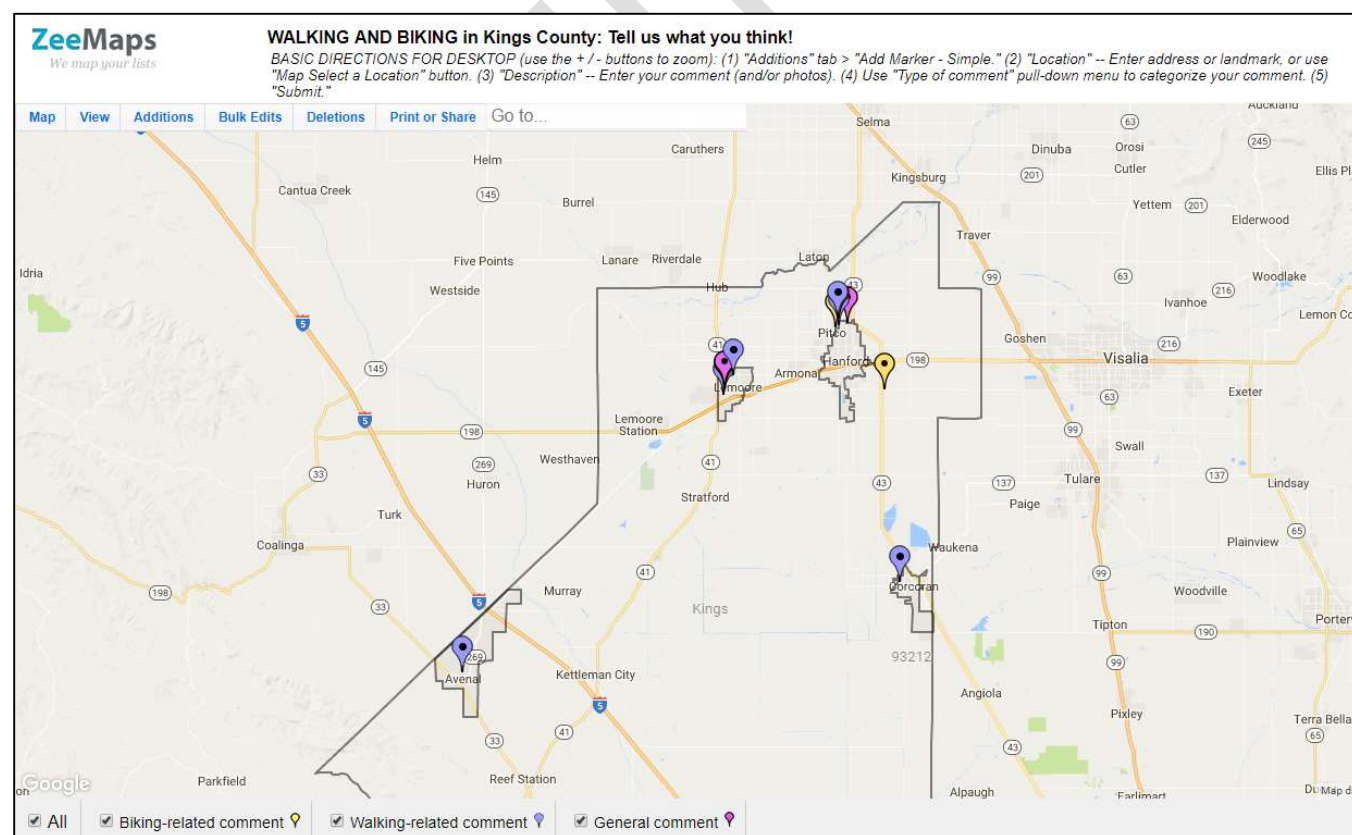
All the comments submitted are listed on the next page, categorized by city or unincorporated county

areas. Text in *italics* at the beginning of comments clarifies the location of comments where necessary; text in **bold** indicates any titles or summaries given by commenters to their comments. The comments have been lightly edited for readability.

While the comments focus on specific locations around the county, they reflect many of the same main concerns raised by respondents to the online survey:

- Lack of sidewalks or bike lanes on some key street segments.
- Lack of crosswalks or other crossing improvements at some key intersections.
- Stray dogs scaring and discouraging pedestrians and cyclists.
- Dark streets (for walking or biking at night).
- Speeding traffic.

Figure 4.8 | Screen shot of the interactive map



Avenal

1. *[Avenal High School.]* **High school stadium:** Usually open to the public to walk and run.

Corcoran

2. *[Garvey Ave. between Perry and Denton Aves.]* **Perry Heights area:** There are way too many stray dogs in this area. They need to do something about it. It's unsafe for high schoolers walking home and they always scare me and discourage me from walking home.

Lemoore

3. *[W. Hanford Armona Rd.]* Very dark to run at night, and lots of tree debris make tripping hazards. I end up running with a head lamp. More street lights on the east bound sidewalk between Liberty Drive and Fox Street would be helpful.
4. *[N. 19th Ave.]* **Narrow intersection—No bike lane, sidewalk, etc.:** The railroad crossing from D Street towards the soccer fields has no space for the sidewalk or bike lane, and is narrow even for cars. An overgrowth of brush and trash on both sides forces bikers, walkers, parents with strollers, etc., all into the road at this busy intersection as people move to and from the heavily used Soccer/Recreation complex or back and forth from local schools. This needs to be fully paved like the Fox Road/railroad intersection. Bringing this to the City of Lemoore's attention two years ago has had no results other than a promise to "add it to the city plan." Someone is going to be hit with so many types of transit pressed together at this bottleneck.
5. **Bike lane present—one side only:** From Bush Street to Hanford Armona Road, the bike lane on 19th Avenue is on one side only (headed toward Hanford Armona Road). This forces bike traffic heading towards Bush Street to

either go against road traffic, or drive in road traffic as there is no shoulder on most parts of this road.

6. **Narrow intersection / No bike lanes:** The bike lanes present on either side of 19th Avenue just disappear at the Bush/19th intersection, and drivers expect bikes to do the same.
7. **High speeding zone—Heavy pedestrian traffic:** Cedar Lane is used as a pass-through with people speeding on Acacia to Cedar and through to 19-1/2 Ave. to avoid the elementary school zone in the mornings and afternoons, while heavy walking traffic to and from the school tries to avoid the cars. Lemoore Police Department has reported they have collected data needed for speed control and makes repeated speed traps here during the day and night, but speeding continues day and night.

Unincorporated county next to Hanford

8. **Sidewalks needed:** There are no sidewalks for a portion of Flint Avenue approaching 11th Avenue on the south side of Flint.
9. *[Near Flint Ave.]* **Sidewalk needed:** There are no sidewalks on the west side of 11th Avenue.
10. *[N. 11th Ave. at Pepper Dr.]* **Lighted crosswalk:** There is the need to have a lighted crosswalk or stoplight for kids living in the Stonecrest subdivision walking to Pioneer Middle School.
11. *[2725-2731 Zion Way.]* **Crosswalk needed:** There are no crosswalks to get kids who are attending Pioneer Middle School across the street where the sidewalk goes all the way to the school.
12. *[Fairway Dr. between Merlan and Clubhouse Cts.]* **Middle school crosswalk:** Fairway Drive. Flashing lights at the middle school cross walk.

Other unincorporated county areas

13. *[Houston Ave. between 7th and 8th Aves.]* **Biking comment:** Stray dog chases cyclists.

Community presentations

KCAG staff and its lead consultant on the Walk and Bike Plan made presentations about the plan and solicited input on needs at a series of meetings between mid-October and mid-December 2017:

- Initial meeting of the Project Advisory Committee (PAC) for the Walk and Bike Plan, held on October 11, 2017 at KCAG offices in Lemoore (see photo below). The PAC consists of representatives of city, county and other government agencies and of key stakeholder groups and organizations; meetings are open to the public.



- Monthly meeting of the Kings Partnership for Prevention (KPFP), on October 19, 2017 at Kings County Behavioral Health in Hanford. KPFP is a countywide coalition of community organizations working to create opportunities for healthy life choices; meetings are open to the public. The October meeting was attended by approximately 20 people (see photo below).



- First of two public workshop on the Kings County Regional Transportation Plan / Sustainable Community Strategies (RTP/SCS), held on November 1, 2017, at the Avenal Theater in Avenal.



- Second of two public workshop on the RTP/SCS, held on November 9, 2017, at the Kings County Government Center in Hanford (see photo below).



In addition, the second meeting of the Walk and Bike Plan PAC, scheduled for February 14, 2018, at KCAG offices, focused on key findings and results of the community needs assessment. PAC members and other attendees had an opportunity to provide additional input on needs, challenges and concerns related to walking and biking in Kings County.

Existing Conditions

5.1 | Overview

Introduction

The Kings County Association of Governments (KCAG) is developing the first Active Transportation Plan for the Kings County region. The plan, referred to as the Kings County Regional Walk and Bike Plan, has several main objectives:

- Advance the pedestrian and bicycle planning efforts of KCAG's five member agencies: the County of Kings plus the cities of Avenal, Corcoran, Hanford and Lemoore.
- Identify the highest-priority proposed pedestrian and bicycle improvements in each of the cities and in the unincorporated areas, and position these improvements to compete well for outside grant funds.
- Inform the pedestrian and bicycle component of the upcoming update of the Kings County Regional Transportation Plan.

The first substantive task in the planning process for the Walk and Bike Plan was an inventory of existing local conditions and issues relevant to walking and biking. This existing conditions inventory establishes the local planning context surrounding non-motorized transportation throughout Kings County, and provides initial insights into the walking and bicycling experience in the county. The task consisted of reviewing, analyzing and summarizing issues and conditions such as the key destinations for pedestrians and cyclists; data on commuting and on traffic collisions; existing and planned pedestrian and bicycle facilities; ongoing programs to support walking and biking; integration with other forms of transportation; and related planning efforts. The existing conditions inventory will inform and be supplemented by an assessment of needs and opportunities to be conducted as part of the next task in the process.

This chapter presents *countywide-level* information gathered through the existing conditions inventory. Five additional chapters provide information specific to each of the four cities and to the unincorporated areas of the County. In addition, immediately below are notes about the methodology for the existing conditions inventory. The notes are presented here rather than in each of the five jurisdiction-specific chapters to avoid repetition.

Notes

Population and mode split data is from the 2015 American Community Survey (ACS), which covers 2011–2015, the most recent five-year period for which ACS data is available. (ACS is an ongoing survey conducted by the U.S. Census Bureau.) Population figures have been rounded to the nearest hundred.

Because the numbers of pedestrian and bicycle commuters in Kings County are small, the margins of error for the estimates are quite large. For example, based on the margins of error for the data, the likely true range of Kings County's pedestrian commute share (see Table 5.1.1) was 2.2%–3.2%, representing between 1,173 and 1,701 people. The likely true range of the bike commute share was 0.1%–0.5% (84–266 people).

Collision data is from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), a database of collisions as reported to and collected by local police departments and other law enforcement agencies. Our analysis covers the period from 2012 through 2016, the most recent five-year period for which SWITRS data is available.

Setting

Kings County is located in the south-central San Joaquin Valley, a subset of the California Central Valley. It is bordered on the west and north by Fresno County; on the east by Tulare County; on the south by Kern County and a small part of San Luis Obispo County; and on its southwest corner by Monterey County. The county has an area of 1,392 square miles, making it the 34th largest of California's 58 counties. Its topography and weather make it well suited for walking and biking. With a few minor exceptions, the landscape is flat. The weather is typical of the Central Valley: mild in spring and fall, hot and dry during the summer, and cool and damp—as well as foggy—in winter.

Kings County is largely rural and undeveloped, with two-thirds of the land area consisting of irrigated farmland. There are four incorporated cities in the county: Avenal, Corcoran, Hanford (the county seat) and Lemoore. Other communities include Armona, Grangeville, Hardwick, Home Garden, Kettleman City, Lemoore Naval Air Station, Santa Rosa Rancheria (a tribal reservation) and Stratford. The county has a population of 151,000 people, making it the state's 33rd most populous county. The civilian population (in other words, excluding Avenal and Corcoran State Prisons) is 135,700. This includes 29,500 school-age children and teenagers (ages 5–17), representing 22% of the population; and 13,200 seniors (ages 65 and over), or 10% of the population.

Trip-making

According to the 2015 American Community Survey, 2.7% of Kings County workers (or 1,437 people) commuted primarily on foot while 0.3% (175 people) did so primarily by bike (see the table below). For comparison purposes, Kings County's estimated pedestrian commute share was the same as California's and higher than those of three "peer" counties (Fresno, Kern and Tulare). Conversely, the county's bicycle commute share was lower than California's and those of the three peer counties.

If we assume that each of the 1,437 Kings County pedestrian commuters makes two walking trips a day (one to work and one back home) then there are 2,874 daily walking trips in Kings County for work-commute purposes. Further, the Federal Highway Administration's 2009 National Travel Household Survey found that only 4.5% of walk trips nationally were for commuting to work (the main purposes were social/recreational, family/personal errands and school/church). Applying that ratio to the 2,874 work-commute trips, then the number of all daily walking trips in Kings County is approximately 63,500. Using the same methodology, the number of daily bicycle trips in the county can be extrapolated to 7,700.

Additionally, Table 5.1.2 shows the commute mode split for each of the cities and for the unincorporated areas.

Table 5.1.1 | Commute mode split, countywide

	<i>Kings County</i>		<i>Daily trips</i>	<i>Fresno</i>	<i>Kern</i>	<i>Tulare</i>	<i>California</i>
	<i>Commuters</i>	<i>%</i>		<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>
Drove alone	40,781	76.0%					
Carpooled	8,319	15.5%					
Public transportation	493	0.9%					
Walked	1,437	2.7%	63,500	1.9%	1.4%	1.9%	2.7%
Bicycled	175	0.3%	7,700	0.9%	0.6%	0.6%	1.1%
Worked at home	1,734	3.2%					
Other*	726	1.4%					
Total	53,665	100.0%					

* Includes taxicab, motorcycle and other means.

Table 5.1.2 | Commute mode split, by jurisdiction

	<i>Kings County</i>	<i>Avenal</i>	<i>Corcoran</i>	<i>Hanford</i>	<i>Lemoore</i>	<i>Uninc. County</i>
Drove alone	76.0%	53.4%	72.9%	80.0%	82.5%	70.5%
Carpooled	15.5%	33.5%	20.6%	14.8%	12.6%	13.5%
Public transportation	0.9%	4.5%	0.3%	0.6%	0.1%	1.4%
Walked	2.7%	3.0%	2.3%	1.9%	1.6%	4.8%
Bicycled	0.3%	0.5%*	0.3%	0.4%	0.4%	0.3%
Worked at home	3.2%	2.2%	2.5%	1.7%	1.5%	7.4%
Other**	1.4%	3.4%	1.1%	0.6%	1.3%	2.1%

* The 2015 ACS reports the bike commute share in Avenal as 0.0%. Given the margin of error in the data, the bike commute share could be as high as 1.0%. For purposes of this plan, we have assumed a share of 0.5%, halfway in the likely true range.

** Includes taxicab, motorcycle and other means.

Traffic collisions

The table below summarizes the key findings regarding traffic collisions in Kings County involving pedestrians and cyclists during the five-year period from 2012 through 2016. Collisions involving a pedestrian or bicyclist represented 4% of all collisions, while pedestrians and bicyclists killed or severely injured represented 13% of all victims killed or severely injured. These figures are much higher than King County's combined walk and bike commute mode share of 3.0%.

Table 5.1.3 | Traffic collision summary

<i>Collisions</i>	
a. Collisions involving a pedestrian	178
b. Collisions involving a bicyclist	138
c. All collisions	7,430
d. Ped / bicyclist collisions as % of all	4%
<i>Fatalities and severe injuries</i>	
e. Pedestrians killed	11
f. Bicyclists killed	6
g. All victims killed	118
h. Pedestrians severely injured	23
i. Bicyclists severely injured	13
j. All victims severely injured	298
k. Peds / bicyclists killed or severely injured as % of all	13%

Each year, the California Office of Traffic Safety (OTS) compares traffic safety statistics across jurisdictions and ranks the counties and cities on various types of collisions. Counties are ranked against all other counties while cities are ranked against cities with populations of similar size. The rankings give varying weights to such factors as population, daily vehicle-miles traveled, crash records and crash trends, and are based on data from several sources, including SWITRS.

Table 5.1.4 shows rankings in 2014—the latest year for which OTS has published rankings—for Kings County as a whole and for each of the cities in three aspects of traffic safety that are especially relevant to this report. These three areas are:

- A composite, or aggregate, of several other rankings, as an indication of overall traffic safety (composite rankings are available for cities but not for counties).
- Collisions in which there were victims killed or injured and a pedestrian was involved.
- Collisions in which there were victims killed or injured and a bicyclist was involved.

The figures in the table appear as two numbers divided by a slash. The first number is Kings County's or a city's ranking in a particular aspect of traffic safety. The second number is the number of counties in the state (58), in the case of figures for Kings County; or the number of cities with similar-sized populations. For example, 42/105 means that a

city ranks 42nd in a group of 105 cities of similar size. It is important to note that number 1 in the rankings is the “worst,” typically representing the highest number of a particular type of collision. In a group of 105 cities, for example, a ranking of 1/105 is the worst, 53/105 is the median and 105/105 is the best.

Rankings in the highest—or worst—third within a category are shown in underlined text in the table. As the table shows, Kings County is ranked in the worst third in terms of collisions in which a pedestrian was killed or injured. Corcoran is ranked in the worst third in two of the three traffic safety areas analyzed for this report; Avenal and Lemoore are ranked in the worst third in one of the three traffic safety areas; and Hanford is not ranked in the worst third in any of the three areas.

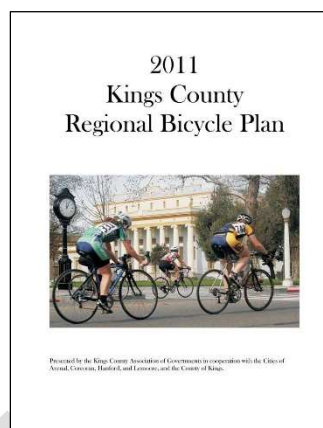
Table 5.1.4 | OTS rankings

	<i>Composite</i>	<i>Pedestrian involved</i>	<i>Bicyclist involved</i>
Kings County	n/a	<u>19 / 58</u>	37 / 58
Avenal	<u>18 / 108</u>	67 / 108	66 / 108
Corcoran	46 / 108	<u>25 / 108</u>	<u>26 / 108</u>
Hanford	42 / 105	47 / 105	46 / 105
Lemoore	41 / 89	<u>19 / 89</u>	30 / 89

It should be noted that the rankings are not adjusted for the amount of walking and biking in a given city or county. A high, or “bad,” ranking could mean that there are many collisions involving pedestrians and cyclists because there are many people walking and cycling—and viceversa. Also, OTS notes that its “rankings are only indicators of potential problems” and that “there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.”

Related plans

Kings County Regional Bicycle Plan (2011)



This plan, developed by KCAG, updated the 2005 Kings County Regional Bicycle Plan. The document includes both a regional bicycle plan as well as stand-alone plans for each of the five KCAG member agencies. As part of the planning process,

KCAG worked with a Bicycle Advisory Committee to identify potential bicycle routes based on existing bicycle travel patterns, locations of activity centers and road conditions.

The plan includes six goals, each with a number of more-detailed policies, to provide policy support for bicycling. The six goals are:

- Provide a well-developed, safe and convenient, interregionally connected system of bikeways complete with support facilities.
- Future public and private development should support and facilitate the expansion, improvement, connectivity, and maintenance of the bikeway system.
- Encourage on-going bicycle safety education and information programs.
- Bikeways should connect educational facilities, major employers, residential neighborhoods, and recreational areas.
- Encourage partnerships between private, non-profit, governmental, and citizen's groups.
- Encourage the use of bicycles to enhance air quality and improve the health of the rider.

Selected policies from the Regional Bicycle Plan (edited for brevity) include:

- Exploit all available federal, state, local, and grant funding sources to develop and enhance bikeways (Policy 1.2).

- Identify, where possible, desirable alternative routes to those with high traffic volumes and collision numbers (Policy 1.4).
- Define and prioritize logical project limits for bicycle routes, especially across jurisdictional boundaries (Policy 1.6).
- Identify key areas for the placement of bicycle racks and support facilities (Policy 1.7).
- When warranted and possible, identify and preserve right-of-way for identified future bikeways (Policy 2.2).
- Collaborate with law enforcement, school officials, and private organizations to encourage school or public bicycle safety programs (Policy 3.1).
- As resources are available, create for broad distribution a web-based or hard-copy pamphlet which shows bicycle routes (Policy 3.5).
- Cul-de-sacs and gated communities should include pedestrian and bicycle passages to adjoining neighborhoods and major arterials (Policy 4.2).
- Inform employers of options that will increase bicycle usage by employees and potential benefits to their business (Policy 5.1).
- Encourage local jurisdictions to adopt the Complete Streets standards outlined in AB 1358 (Policy 5.2).
- Encourage Caltrans to install “Share the Road” signs on all open state highways in the county, particularly in sections with narrow or absent shoulders (Policy 5.4).
- As resources and opportunities become available, work with the appropriate agencies to establish a public-relation campaign which explains the benefits of bicycling (Policy 6.2).
- Continue to work with the transit providers on placing bicycle racks on buses and at transit stops (Policy 6.3).

The information in the Regional Bicycle Plan was incorporated into the Kings County Regional Transportation Plan (see below) or has been reflected in the chapters on jurisdiction-specific existing conditions.

Kings County Regional Transportation Plan (2014)

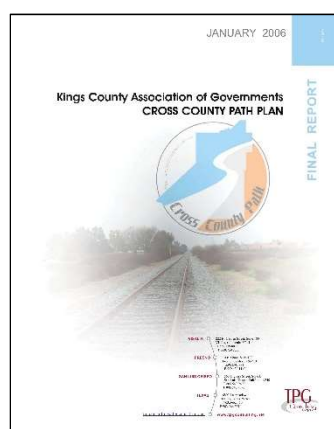
KCAG’s most recent RTP, covering the 26-year period from 2014 to 2040, documents the region’s mobility needs and issues; identifies regional issues and provides policy direction for local transportation plans; documents the region’s goals, policies and objectives for meeting current and future transportation needs; sets forth an action plan to address transportation issues and needs; identifies transportation improvements in sufficient detail to be useful in decision-making; and documents the region’s financial resources needed to meet mobility needs. Also, the RTP incorporates a “Sustainable Communities Strategy” addressing the integration of land use and transportation planning for purposes of lowering emissions of transportation-related greenhouse gases.

Chapter 8 of the RTP is dedicated to walking and biking, and generally reflects the bike routes and bike policies identified in the Regional Bicycle Plan. Figures 8-1 through 8-10 in that chapter are lists and maps of the bike routes planned or proposed by each jurisdiction. In addition, key implementation strategies identified in the chapter include:

- Carry out the recommendations of the Regional Bicycle Plan and the Lemoore Bikeways Plan until KCAG develops an Active Transportation Plan.
- On designated shared-use roads, provide adequate shoulder space, place bike route indicator signs, and maintain a good riding surface.
- Ensure that public and private sectors provide adequate bicycle parking, which can be done by amending each jurisdiction’s zoning ordinance.
- Local police departments should conduct regular safety and enforcement campaigns and enforce traffic laws.
- Seek all available state, federal, and private grant funds to install and maintain bicycle facilities and to conduct educational programs.
- As roads are repaved, wider shoulders should be provided.

- Bicycle parking facilities should be installed at transit stops, park-and-ride lots, and intermodal stations.
- Encourage newly developing areas to incorporate bicycle facilities along appropriate roadways and off-road systems.
- Continue to develop a sidewalk system that facilitates pedestrian and disabled access to public transit.
- The abandonment of rail lines provides an opportunity to establish trails for non-motorized, recreational, or open space uses.

KCAG Cross County Path Plan (2006)



This is a conceptual plan for a pedestrian and bicycle path extending from West Hills Community College, on the western edge of Lemoore, to State Highway 43, east of Hanford, a distance of approximately 13 miles. The path

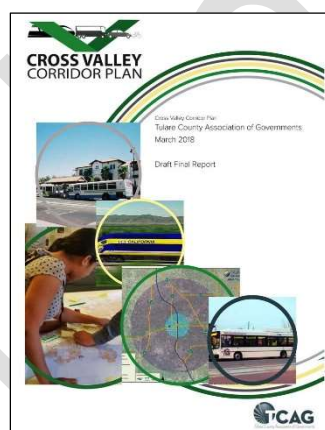
would generally follow surface streets inside the urbanized portions of Lemoore, Armona and Hanford (in the form of bike lanes, marked bike routes) and Union Pacific Railroad right-of-way (ROW) within the more rural areas of the county (in the form of a paved multi-use path). The plan estimated the ROW acquisition and construction costs at \$4.8 million.

The proposed alignment is as follows:

- Segment 1 (West Hills College to Lemoore Avenue in Lemoore): Bike lanes on Bush, D, Olive and E Streets.
- Segment 2 (Lemoore Avenue in Lemoore to Hanford Armona Road in Armona): Path along the railroad right-of-way.
- Segment 3 (Hanford Armona Road to 13th Avenue in Armona): Path along Front Street.

- Segment 4 (13th Avenue in Armona to 11th Avenue in Hanford): Path along the railroad right-of-way.
- Segment 5 (11th Avenue to 10th Avenue in Hanford): Bike lanes on 6th Street to Redington Street, marked bike route to Douty Street and bike lanes again to 10th Avenue.
- Segment 6 (10th Avenue in Hanford to Highway 43 in unincorporated Kings County): Path along the railroad right-of-way.

Cross-Valley Corridor Plan (2018)



This plan, sponsored by the Tulare County Association of Governments, evaluated a range of passenger rail service alternatives for the freight rail corridor that crosses Kings County from Huron, in Fresno County, to Porterville, in Tulare County; the corridor

roughly parallels much of Highways 198 and 65. The plan considers Cross-Valley rail service at four stations in Kings County, at the following locations:

- Lemoore Naval Air Station, at the northeast corner of Reeves Boulevard and the railroad.
- Lemoore, at the site of the historic train depot at E and Heinlen Streets in downtown.
- Armona, near Railroad Avenue and Front Street and east of 14th Avenue.
- Hanford, along the south side of Sixth Street between Green Street and the railroad.

The plan outlines recommended supportive strategies in the realms of land use, circulation, urban design and economic development for the station sites and for the areas within a quarter-mile radius around the stations. Walking- and biking-related recommendations common to all stations include:

- Encourage urban development that frames the public realm and generates pedestrian activity.
- Discourage development and building orientation that discourages walking, biking and transit use.
- Prioritize bicycle and pedestrian improvements such as sidewalks, crosswalks, bikeways, and ADA-accessible curb ramps in the area within a half-mile radius of the station site.
- Provide sufficient parking at the station for bicycles and consider inclusion of bike maintenance stations and provision of bikeshare systems.
- If space permits, provide for gathering areas with pedestrian amenities.
- Maintain, and where feasible, improve pedestrian-scale short block street grids in the station areas.

In addition, the plan contains the following walking- and biking-related recommendations specific to each of the four stations in Kings County:

Lemoore Naval Air Station

- Provide an off-street bike trail from the residential sector of the base to the station.

Lemoore

- Improve rail crossings at Follett Street and Fox Street, including for pedestrians and cyclists.
- Complete and improve sidewalks and ADA-compliant curb ramps along E Street/Olive Street between D and Fox Streets; and along Follett Street north of the railroad between E and G Streets.
- Consider mid-block crossings on C, D and E Streets between Fox and Follett Streets.
- Install corner bulb-outs at the intersections of E Street with Heinlein, Follett and Fox Streets.

Hanford

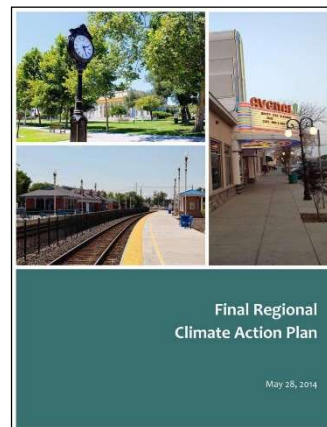
- Encourage connection to the planned Kings/Tulare high-speed rail station east of Hanford with emphasis along Seventh Street and East Lacey Boulevard including sidewalks, ADA-compliant curb ramps, bike lanes, curb and gutter and street trees.

- Improve pedestrian access south of Highway 198 along Phillips and Douty Streets with underpass lighting on Phillips Street, sidewalk and bikeway improvements, new ADA-compliant curb ramps and other improvements. Consider crosswalks at the Third and Fourth Street intersections.
- Improve east-west bicycle and pedestrian access through the city to the rail station site by completing the Sixth Street bike lanes. Improve Sixth Street near the station with sidewalks, curb and gutter, shade trees and bike lanes. Add crosswalks and mid-block crossings where appropriate.
- Install street trees and ADA-compliant curb ramps along Douty Street from the station to downtown.

Armona

- Consider the development of multi-use paths with new development south of Front Street that link residential neighborhoods to downtown Armona, the transit station and canals. Canals should be considered as opportunities for future paths.
- Install marked or specialty paving crosswalks at intersections along Front and 6th Streets with all new development.
- Plan for complete connectivity of sidewalks along 14th Avenue and Front Street as well as street lighting.

Regional Climate Action Plan (2014)



This plan—a joint planning effort by KCAG and the cities of Avenal and Hanford—identifies cost-effective measures to reduce greenhouse gas emissions to 1990 levels by 2020. The plan includes one reduction measure related to walking and bicycling (“Continue to

expand and improve the bicycle and pedestrian network”), with the following implementation actions:

- Continue to pursue public and private funding to expand and link the regional bicycle and pedestrian network in accordance with the jurisdiction’s general plan and bicycle plan, as well as the Regional Bicycle Plan.
- Incorporate multi-modal improvements into pavement resurfacing, restriping, and signalization operations where safety and convenience of users can be improved within the scope of work.
- Establish minimum design criteria for bicycle and pedestrian circulation and implement through the design review process.
- Encourage the installation of adequate and secure bicycle parking at all multi-family residential, commercial, governmental, and recreational locations throughout the region.
- Support land use planning that will promote pedestrian and bicyclist access to and from new development by encouraging land use and subdivision designs that provide safe bicycle and pedestrian circulation, including bicycle parking facilities and internal bicycle and pedestrian routes, where feasible.
- Continue to collaborate with law enforcement, school officials, and private organizations to encourage school and/or public bicycle safety programs.

Kings County Community Health Status Report (2008–2009)

This report outlines relevant demographic information for Kings County, followed by the most common health issues affecting the residents of the county. For each health issue, the report provides quantitative measures and recommendations aimed at changing behaviors.

A number of the issues addressed in the report influence, or are influenced by, people’s transportation choices, particularly around walking and biking. These issues include poverty, physical

activity, obesity, diabetes, air quality and asthma. Key findings in the report include:

- Kings County’s per capita personal income is below that of other South Valley Counties and well below that of the state.
- The percentage of county public school students receiving free or reduced-price school meals is significantly higher than for the state as a whole.
- According to 2005 data, the prevalence rate of asthma in Kings County among children 17 and under was 24.7%—the second highest in the state.
- Diabetes-related deaths in the six south valley counties are one and a half times that of the state average.
- Obesity is twice as common in Kings County as in the Bay Area.

“Got needs? 2017” Kings County Community Survey—Final Report

In 2017, Kings Partnership for Prevention (a countywide coalition of community organizations) in conjunction with Kings Community Action Organization (a non-profit) conducted the first comprehensive community needs assessment for Kings County. Through a series of four public forums—one in each city—and a survey that received 617 responses, residents were asked about the needs they saw in their community and about possible solutions to address the needs. Below are the walking- and bicycling-related needs expressed for various communities through the public forums:

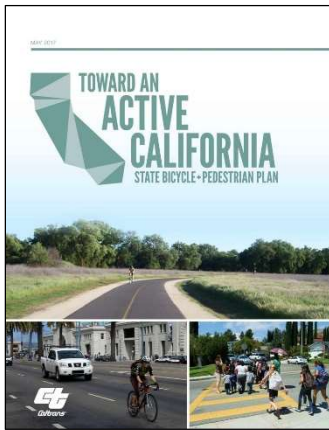
- **Avenal:** The Sports Complex is outside of town, too far to walk.
- **Kettleman City:** Recreational trails or walking paths. Sidewalks are needed to ensure safety for citizens.
- **Corcoran:** Street lights needed to help reduce crime; need speed limits as well.

In addition, the survey results produced several findings with potential implications for pedestrian and bicycle planning, at least in terms of recreation:

- 48% of respondents did not feel that there are enough *areas* of recreation in their community.

- Of the 52% who did feel that there are enough *areas* of recreation, 16% responded that these areas are not affordable, 21% responded that they are not safe and 38% responded that they are not high-quality.
- 56% of respondents did not feel that there are enough recreation *activities* in their community.
- Of the 44% who did feel that there are enough recreation *activities*, 23% responded that these activities are not affordable.

California State Bicycle and Pedestrian Plan (2017)



Subtitled “Toward an Active California,” this recently completed plan is the California Department of Transportation’s (Caltrans) first statewide policy plan to support travel by bicyclists and pedestrians through objectives, strategies,

and actions. As a strongly policy-oriented plan, the document does not propose specific projects. Instead, it lays out four overarching objectives, with 15 supporting strategies and numerous more-specific actions to guide the priorities and operations of Caltrans and encourage partner agencies and organizations to follow suit.

The 15 strategies are:

- Address safety of vulnerable users in roadway design and operations.
- Provide consistent, accessible, and universal education about the rights and responsibilities of all roadway users.
- Invest in the quality, completeness, timeliness, and availability of data on bicycle and pedestrian collisions.
- Focus state and local enforcement of safety laws on highest risk behaviors by all road users.
- Develop local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities.
- Integrate bicycle and pedestrian needs in planning and design of multimodal transportation systems and services.
- Support regional and state efforts to integrate land use and transportation planning to maximize the effectiveness of active transportation investments.
- Develop consistent, high-quality data on bicycle and pedestrian travel and facilities.
- Support low-stress or physically separated pedestrian and bicycle trail routes of statewide or regional significance for tourism, recreation, and utilitarian transportation.
- Promote bicycling and walking for everyday transportation, recreation, improved health, and active living.
- Establish and meet an expected quality of condition for bicycle and pedestrian infrastructure.
- Pursue internal and external partnerships to address bicycle and pedestrian needs in maintenance and preservation activities.
- Strengthen engagement with disadvantaged communities by proactively seeking input on needs and providing technical guidance.
- Address social equity when implementing all strategies from this Plan.
- Provide disadvantaged communities with the opportunity to participate in active transportation funding programs.



Existing conditions

5.2 | Avenal

In 2016, the City of Avenal completed its own pedestrian and bicycle plan, called the “Avenal Active Transportation and Safe Routes to School Plan.” Because the Avenal plan is so recent and detailed at the local level, this chapter draws much of its information—particularly on existing and proposed facilities and projects—from the Avenal plan.

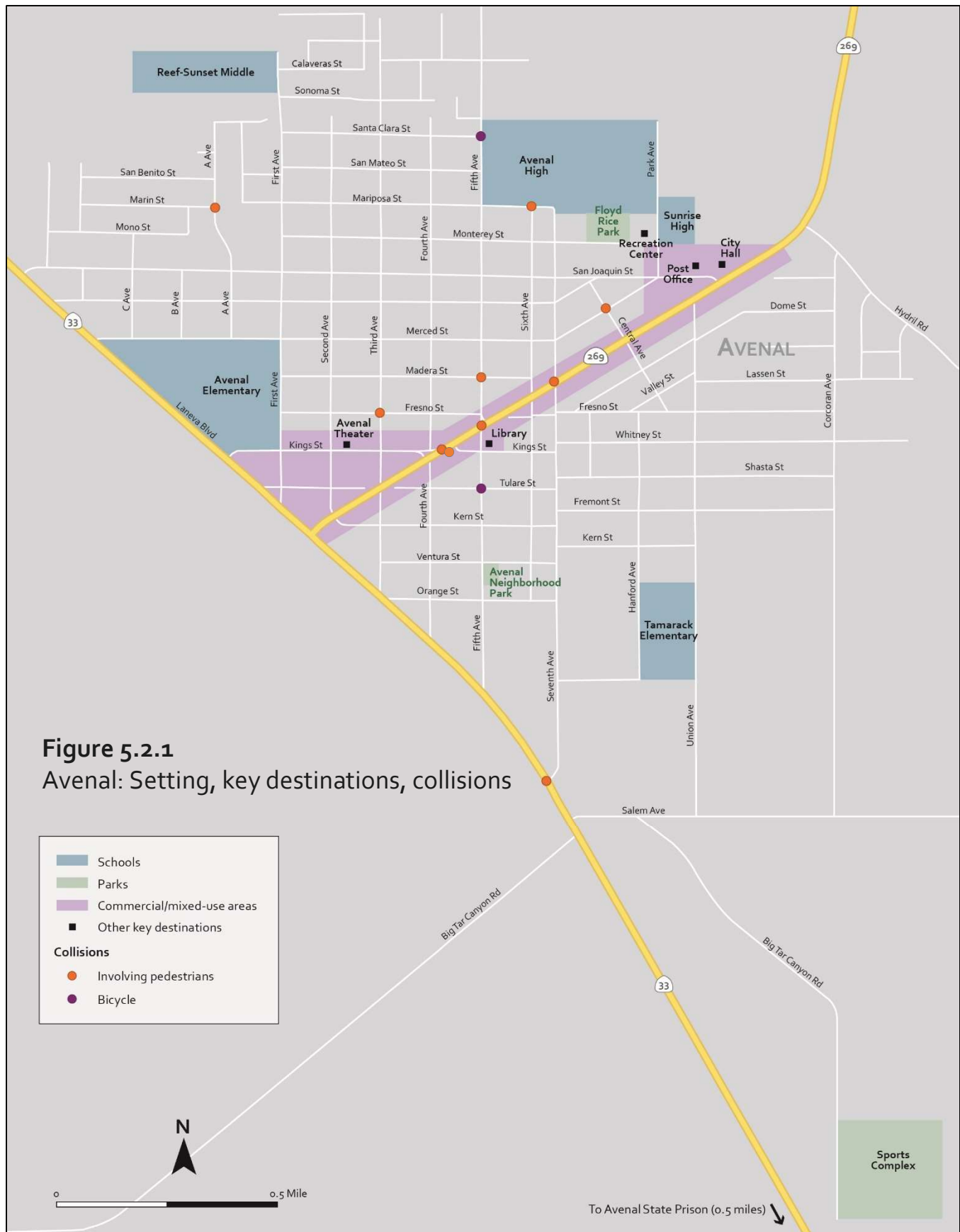
Setting and key destinations

The city of Avenal is located in southwestern Kings County. It is bordered by unincorporated Kings County on the east and south, and by unincorporated Fresno County on the north and west. A large majority of the city’s area of 19.4 square miles is undeveloped, consisting of agricultural land, open space and mountainous terrain. Three highways provide regional access: Highway 33 and Interstate 5, which run north-south, and Highway 269 (Skyline Boulevard), which runs east-west. The city has a civilian population (excluding Avenal State Prison) of 9,100 people. This includes 2,000 school-age children and teenagers (ages 5–17), representing 22% of the population; and 700 seniors (ages 65 and over), or 8% of the population.

Avenal’s urbanized area, covering only 1.5 square miles, is clustered in the southern part of the city, east of Highway 33 and along both sides of Skyline Boulevard, which is also Highway 269. This area is generally organized on a grid, with straight, well-connected streets, and consists primarily of single-family residences. The main local thoroughfares include First Avenue, Seventh Avenue, Corcoran Avenue, and San Joaquin Street (see the figure on the next page).

Kings Street west of Skyline Boulevard acts as the city’s downtown, with commercial uses including restaurants, liquor stores, markets and the Avenal Theater. Other commercial and civic uses, including City Hall, the post office and the library, are located along or just off Skyline Boulevard, roughly between Hydril Road and S. Sixth Avenue. A large swath of land is taken up by Avenal State Prison, at the city’s southernmost end. Other key destinations in Avenal for pedestrians and cyclists include:

- The two elementary schools (Avenal and Tamarack), middle school (Reef-Sunset) and two high schools (Avenal and Sunrise).
- Floyd Rice Park (located between the two high schools and encompassing the Avenal Recreation Center) and Avenal Neighborhood Park (at the intersection of S. Fifth Ave. and E. Ventura St.).
- Two little-league fields immediately north of Rice Park.
- Avenal Sports Complex, a large recreational area approximately one mile south of the city’s southern border, featuring various sports fields, playground equipment and picnic facilities.



Trip-making

The table below provides the mode split for trips to work made by Avenal residents. The city's walk mode share (3.0%) is higher than King County's as a whole (2.7%). It is harder to draw a conclusion regarding the city's bike mode share. The 5-year 2015 ACS reports the number of bike commuters in Avenal as zero and the bike commute share as 0.0%. However, given the margin of error in the data, the number of bike commuters could be as high as 19 and the commute share as high as 1.0%.

It should be noted that the Avenal Active Transportation and Safe Routes to School Plan presents very similar, though not identical figures, on mode split as those shown here. The reason for the difference is that this plan has used a slightly more recent and up-to-date dataset from the U.S. Census Bureau.

Table 5.2.1 | Commute mode split

	Commuters	%	Daily trips
Drove alone	1,677	53.4%	
Carpooled	1,054	33.5%	
Public transportation	142	4.5%	
Walked	95	3.0%	4,200
Bicycled	0 – 19	0.0 – 1.0%	400
Worked at home	68	2.2%	
Other*	106	3.4%	
Total	174	100.0%	

* Includes taxicab, motorcycle and other means

Traffic collisions

The table below summarizes the key findings regarding traffic collisions in Avenal involving pedestrians or cyclists during the five-year period from 2012 through 2016. Collisions involving a pedestrian or cyclist represented 6% of all collisions, while pedestrians and cyclists killed or severely injured represented 14% of all victims killed or severely injured. These figures are much higher than Avenal's combined walk and bike commute mode share of 3.5%.

Table 5.2.2 | Traffic collision summary

<i>Collisions</i>	
a. Collisions involving a pedestrian	9
b. Collisions involving a bicyclist	2
c. All collisions	200
d. Ped / bicyclist collisions as % of all	6%

<i>Fatalities and severe injuries</i>	
e. Pedestrians killed	2
f. Bicyclists killed	0
g. All victims killed	3
h. Pedestrians severely injured	0
i. Bicyclists severely injured	0
j. All victims severely injured	11
k. Peds / bicyclists killed or severely injured as % of all	14%

Figure 5.2.1 shows the location of all collisions involving a pedestrian or a cyclist. Four of the collisions involving pedestrians occurred along Skyline Boulevard, including two at Kings Street. An additional two collisions—one each involving a pedestrian and a cyclist—occurred around Avenal High School.

Bikeways

Figure 5.2.2 is a map from the Avenal Active Transportation and Safe Routes to School Plan showing the existing bikeways (and also the

proposed bicycle improvements) in the city's urbanized area. The existing bike lanes or bike routes as shown in the Avenal plan are listed in the table below.

Table 5.2.3 | Existing Avenal bikeways

<i>Street / road / route</i>	<i>From</i>	<i>To</i>	<i>Length (mi.)</i>
Bike lanes (Class II)			
1 st Ave.	Santa Clara St.	Kings St	0.6
7 th Ave.	Merced St.	Laneva Blvd. (Hwy. 33)	0.8
San Joaquin St. ^a	Laneva Blvd. (Hwy. 33)	Skyline Blvd. (Hwy. 269)	1.3
Bike routes (Class III)			
5 th Ave.	Alpine St.	Kings St.	0.7
Corcoran Ave. ^b	Hydril Rd.	Fresno St.	0.3
Santa Clara St.	1 st Ave.	5 th Ave.	0.4
Fresno St.	1 st Ave.	5 th Ave.	0.4
Fresno St.	7 th Ave.	Corcoran Ave.	0.5
Kings St.	5 th Ave.	7 th Ave.	0.1
Touring bikeways^c			
Skyline Blvd. (Hwy. 269) ^d	Laneva Blvd. (Hwy. 33)	Avenal Cutoff Rd.	5.7
Avenal Cutoff Rd.	Skyline Blvd. (Hwy. 269)	Northern city limits	3.2

^a Currently, San Joaquin Street has conventional bike lanes (Class II) and the street is shown as such on the map here. The Avenal Active Transportation and Safe Routes to School Plan recommends considering buffered bike lanes, which are separated from the adjacent travel or parking lane by a painted buffer space.

^b Currently, this segment is an existing bike route (Class III) and is shown as such on the map here. The Avenal plan proposes bike lanes (Class II) for this segment.

^c "Touring" is not a standard bikeway designation. The 2011 Bicycle Plan, which used this term, describes them as "...streets, county roads, and state highways which cannot be given a formal designation (i.e. Class I, II, or III) because of cost or liability concerns but are used as a primary cycling route by more experienced (and typically long-distance) cyclists. These roads are often narrow, without shoulders, or carry high speed traffic and/or heavy traffic volumes. These streets do not provide the level of protection or comfort necessary for the casual, less experienced cyclists. Therefore, a touring roadway is one on which only experienced cyclists should ride."

^d Currently, this segment is considered a touring bikeway only. However, the Avenal plan states that "bicycle facilities like bike lanes, signage, and crossings should be provided along Skyline Boulevard because the street runs throughout the entire urbanized area [from Laneva Boulevard to Hydril Road] and provides connections to various activity centers and the regional bus service."

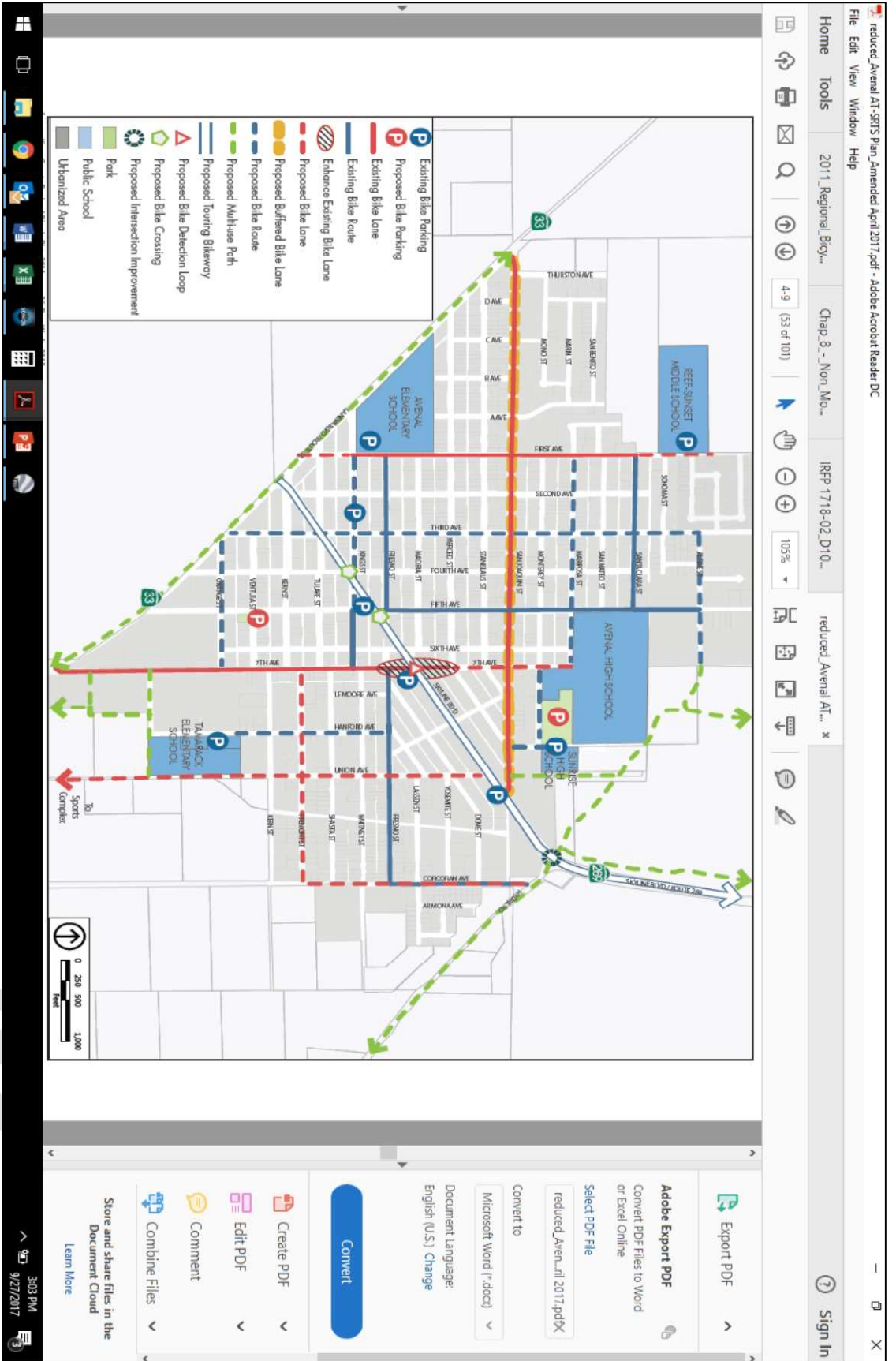


Figure 5.2.2 | Bicycle improvement projects in the city's urbanized area
 Source: Avenal Active Transportation and Safe Routes to School Plan

Bicycle parking

Bike parking is available at all of Avenal's public schools except Avenal High as well as outside some businesses on Skyline Boulevard and Kings Street. In addition, the benches at KART bus stops along Skyline are designed to also be used as bike parking. The Avenal Active Transportation Plan proposes bicycle parking at Floyd Rice Park and Avenal Neighborhood Park. The City does not require bike parking as part of development projects.

Pedestrian facilities

The majority of Avenal's pedestrian facilities are in good condition; there are only a few missing sidewalks and curb ramps, and the infrastructure does not need immediate repair. (In particular, Highway 33 lacks sidewalks, so pedestrians use the shoulders.) Marked crosswalks can be found around schools, in the downtown area and along Skyline Boulevard. Most intersections in the city are controlled by two-way stop signs. There are a few four-way stop intersections and many uncontrolled intersections throughout residential areas.

Skyline Boulevard is the city's most heavily traveled street. Because it runs diagonally through the city's grid system, the intersections along the street are skewed; this presents challenging crossing conditions. The stretch between Seventh and Union Avenues sees relatively heavy pedestrian activity because of nearby Avenal High School, restaurants and other commercial uses; however, this stretch has no marked crosswalks, which results in frequent jaywalking. The downtown area along Kings Street, between Second and Third Avenues, contains pedestrian-friendly amenities such as decorative street lighting, patterned crosswalks, street trees and bulb outs. Most of the residential neighborhoods contain mid-block alleys that run east-west along the rear property lines of residences. These alleys have vehicle restrictions but are open to pedestrians. Lastly, there is an extensive network of unpaved dirt paths north of Avenal High School and Floyd Rice Park, within the Kettleman Hills. These paths are used for walking, running and off-road vehicle use.

In September 2015, the Office of Community and Economic Development (OCED) at Fresno State and Pueblo Unido Mejorando Avenal (PUMA) produced a "walkability audit" report for the City of Avenal. Walking conditions were evaluated along Skyline Boulevard and a few residential streets. According to the report, pedestrian facilities and issues that need improvement include:

- Width, condition, maintenance and buffers of the sidewalks.
- Width and condition of the intersections, including the visibility and exposure of pedestrians (and cyclists).
- Crosswalks and pedestrian islands.
- Streetscape amenities, including lighting.

Maintenance

The Avenal Active Transportation Plan includes, as one of its explicit goals, to “Maintain bicycle and pedestrian facilities as part of the City’s regular maintenance operations.” The five policies under this goal are:

- Develop a program for routine maintenance of bicycle and pedestrian facilities, including regular sweeping, pavement repairs, restriping, maintenance of traffic control devices, and landscape maintenance.
- Require adjacent property owners to maintain landscaped areas and keep sidewalks and planting strips litter free.
- Minimize disruption to the bicycle and pedestrian environment and/or provide alternate routes when repairing and constructing transportation facilities.
- Develop a maintenance monitoring program that facilitates reporting and responding to maintenance problems on existing bike routes, crosswalks, and sidewalks.
- Require a bicycle and pedestrian maintenance plan upon project construction.

More specifically, the Active Transportation Plan recommends, (i) repairing roads that have uneven, cracked or potholed surfaces, especially those with existing bikeways, and (ii) developing a program for routine maintenance of bikeway and walkway network facilities, including regular sweeping, pavement repairs, restriping crosswalks and trimming vegetation.

Support programs

The Avenal Police Department (APD) conducts an annual “Bicycle Rodeo” event, through which they give away bicycles to local youth. These bicycles are donated by residents and repaired by inmates at Avenal State Prison. APD is developing a program to also give away bike helmets donated by retailers, along with bike safety information, as part of the Bicycle Rodeos. APD is also planning events at all local schools to teach youth about bike safety and rules of the road.

Past expenditures

In 2012, the City constructed three high-visibility crosswalks with flashing beacons and in-pavement flashing lights to improve pedestrian safety around the two elementary schools. Two of the crosswalks are located near Avenal Elementary, along First Avenue at the intersections of Fresno and Madera Streets (see screenshot below); the third one is at the intersection of Seventh Avenue and Orange Street, on the way to Tamarack Elementary. The total budget for the projects was approximately \$250,000.



Integration with other modes

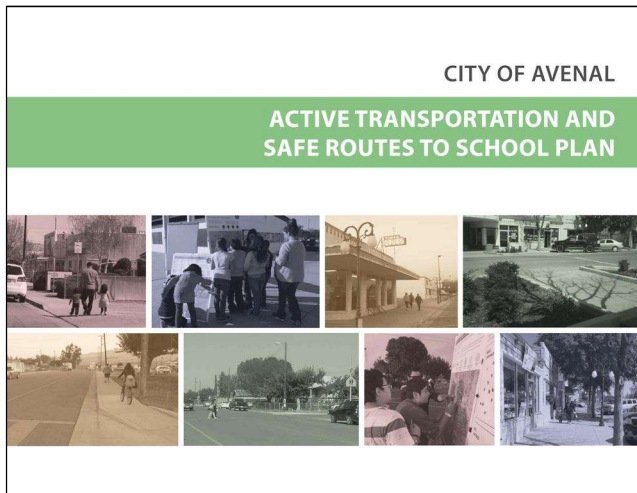
Avenal is served by Kings Area Rural Transit (KART) bus route 12, which connects Avenal, Kettleman City, Stratford, Lemoore, Armona and Hanford. Route 12 North stops at Skyline Boulevard/S. Union Avenue. Route 12 South serves four stops on San Joaquin Street and three on Skyline Boulevard. All KART buses are equipped with wheelchair lifts and with front-mounted racks for two bicycles. In addition, Greyhound buses stop at Hillcrest Travel Plaza just outside the city limits, off Highway 269 near Interstate 5.



Related plans

Avenal Active Transportation and Safe Routes to School Plan (2016)

As mentioned at the beginning of this chapter, the City of Avenal completed its own pedestrian and bicycle plan in 2016. Called the “Avenal Active Transportation and Safe Routes to School Plan,” the plan is intended to guide the development of bicycle, pedestrian, safe routes to school and trail facilities in Avenal. Much of the information in this chapter—particularly on existing and proposed facilities and projects—was derived from, and reflects, the Avenal Plan.



In addition, the Avenal plan includes an extensive list of policies and actions under eight goal areas: General Plan consistency; implementation; design; maintenance; education and encouragement programs; safe routes to school; safety and law enforcement; and monitoring and evaluation. These are found under Chapter 2 of the Avenal plan. Selected policies and actions (edited for brevity) include:

- When updating the KCAG Bicycle Plan and other transportation plans, reflect the proposed networks and projects in the Avenal plan.
- Coordinate with Caltrans, Kings County, and KCAG to improve regional bicycle connections.
- Install bicycle parking at high-activity destinations, such as schools and parks.

- Provide striped crosswalks on all intersection legs where feasible; crossings in high-traffic areas should have high-visibility crosswalks.
- Continue to work with KART to improve access to transit and provide bike parking at bus stops.
- Upgrade sidewalks and curb ramps as part of any substantial roadway construction project.
- Encourage new development to provide streetscape improvements.
- Develop adult and youth bicycle and pedestrian education and safety programs; plan citywide events to help educate the public and promote bicycling and walking.
- Work with the School District to develop programs that encourage more students to walk or bicycle to school.
- Work with the Avenal Police Department to evaluate and enhance training on traffic laws related to bicyclists and pedestrians.
- Increase police presence and crossing guards to control drop-off and pick-up traffic in school zones.

Avenal General Plan (2005)

The current version of Avenal’s General Plan dates to 2005 (the City is in the process of updating it). The goal of the General Plan’s Circulation Element is “To design and maintain a fully integrated local network that provides for safe and convenient circulation using a variety of transportation modes.” The Circulation Element includes two overarching objectives related to walking and bicycling, listed below. In addition, it includes numerous more-specific relevant policies, which have generally been brought up to date through the Avenal Active Transportation Plan (see above).

- **Objective B:** Enhance the availability and accessibility of alternative modes of transportation, such as walking, bicycling, carpools, buses and rail.
- **Objective D:** Design streets that promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists on neighborhood streets, while preserving access for emergency vehicles, buses, and other users.



Existing conditions

5.3 | Corcoran

Setting and key destinations

The city of Corcoran is situated along the eastern edge of Kings County. It has an area of 7.5 square miles and is bordered by unincorporated Kings County on most sides, and by unincorporated Tulare County east of Corcoran State Prison. The city has a civilian population (excluding the prison) of 13,000 people. This includes 3,000 school-age children and teenagers (ages 5–17), representing 23% of the population; and 1,300 seniors (ages 65 and over), or 10% of the population.

Corcoran's urbanized area is in the northern part of the city, clustered mostly in the area between Orange and Bainum Avenues (on the north and south respectively) and Otis and 6 ½ Avenues (on the west and east). This area consists primarily of residential development, with scattered commercial, civic and institutional uses, and streets here are generally organized in a grid. Highway 43 aligns north–south along the eastern edge of the city and crosses the northern part of the city. The city's main local/regional thoroughfares include the following avenues: 6 ½, Dairy/6th, North, Orange, Otis, Patterson, Sherman and Whitley.

The main destinations in Corcoran for pedestrians and cyclists are shown in Figure 5.3.1. Aside from the residential neighborhoods, they include:

- The downtown commercial and civic area, found along Whitley Avenue roughly between Otis and Letts Avenues; it includes City Hall and the Corcoran Amtrak Station and, nearby, the library.
- The three elementary schools (Bret Harte, John C. Fremont and Mark Twain), middle school (John Muir), high school (Corcoran) and Kings Lake Educational Center.
- Burnham Smith Park (which includes the YMCA), Cesar Chavez Park and several smaller neighborhood parks.
- Corcoran State Prison, in the city's southern part.

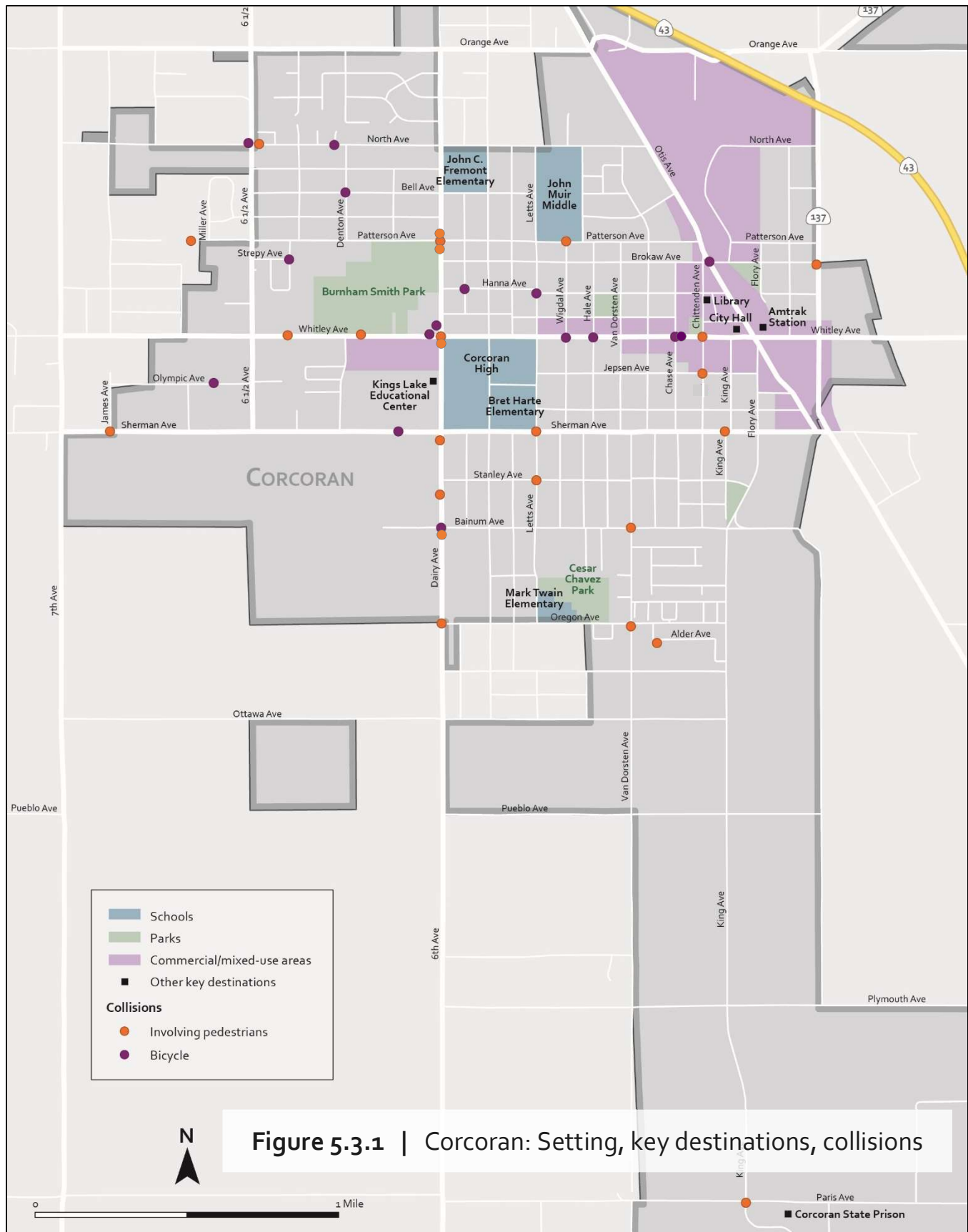
Trip-making

The table below provides the mode split for trips to work made by Corcoran residents. The city's walk mode share (2.3%) is lower than King County's as a whole (2.7%) while its bike mode share (0.3%) is the same as the county's.

Table 5.3.1 | Commute mode split

	<i>Commuters</i>	<i>%</i>	<i>Daily trips</i>
Drove alone	2,869	72.9%	
Carpooled	811	20.6%	
Public transportation	11	0.3%	
Walked	90	2.3%	4,000
Bicycled	13	0.3%	600
Worked at home	99	2.5%	
Other*	44	1.1%	
Total	3,937	100.0%	

* Includes taxicab, motorcycle and other means



Traffic collisions

The table below summarizes the key findings regarding traffic collisions in Corcoran involving pedestrians or cyclists during the five-year period from 2012 through 2016.

Table 5.3.2 | Traffic collision summary

<i>Collisions</i>	
a. Collisions involving a pedestrian	25
b. Collisions involving a bicyclist	17
c. All collisions	567
d. Ped / bicyclist collisions as % of all	7%
<i>Fatalities and severe injuries</i>	
e. Pedestrians killed	0
f. Bicyclists killed	0
g. All victims killed	1
h. Pedestrians severely injured	5
i. Bicyclists severely injured	1
j. All victims severely injured	13
k. Peds / bicyclists killed or severely injured as % of all	43%

As the table shows, collisions involving a pedestrian or cyclist represented 7% of all collisions, while pedestrians and cyclists killed or severely injured represented 43% of all victims killed or severely injured. These figures are much higher than Corcoran's combined walk and bike commute mode share of 2.6%.

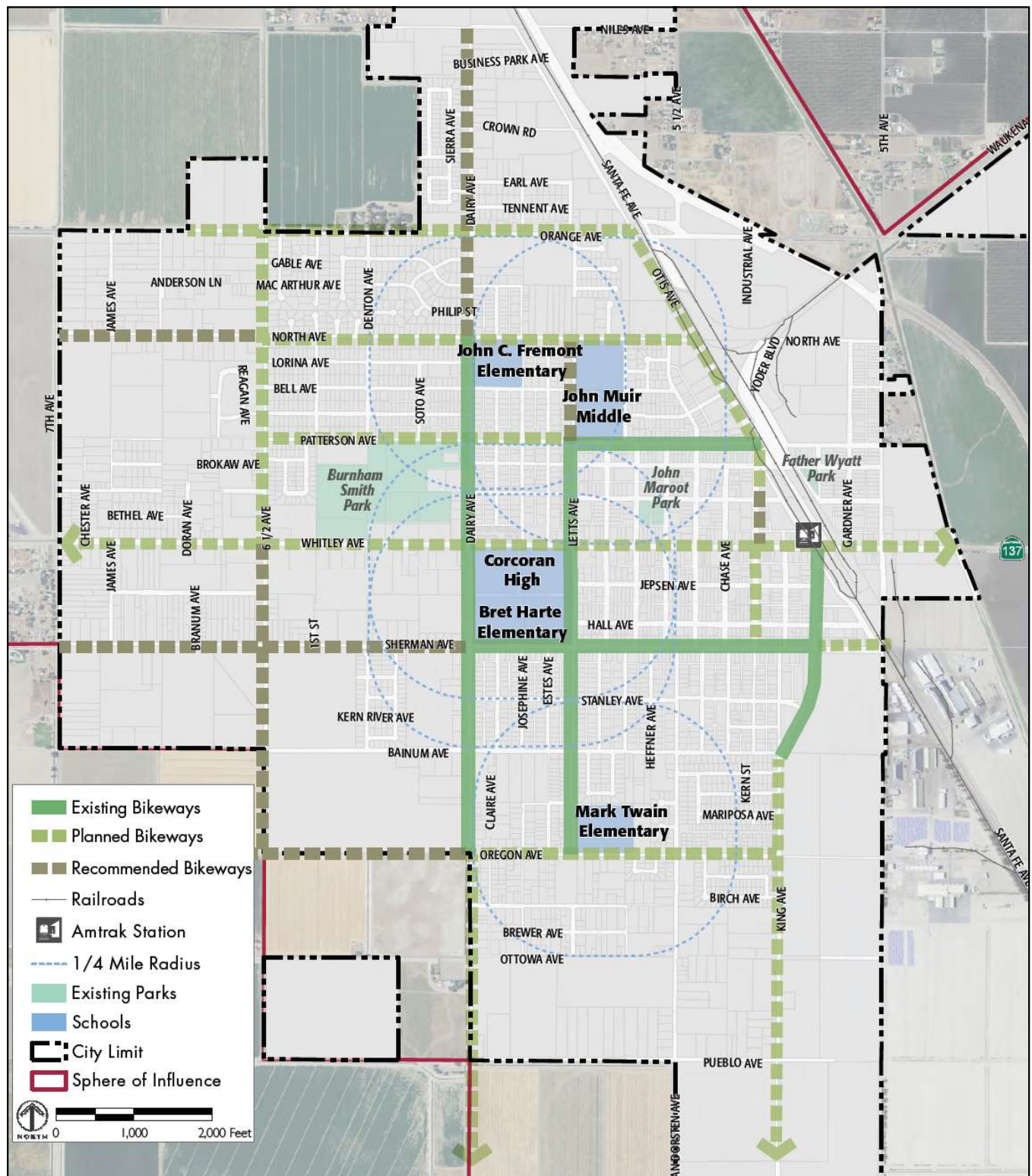
The map on the next page shows the location of collisions involving a pedestrian or a cyclist. As can be seen on the map, a high number of collisions happen on the arterials, particularly along Whitley, Patterson and Dairy/6th Avenues, with small clusters at the intersections of these streets.

Bikeways

Figure 5.3.2 shows the city's existing bikeways (and also the planned and proposed bikeways) according to the Corcoran Safe Routes to School Plan from 2014 (which itself relied on information from the 2011 Kings County Regional Bicycle Plan). The existing bikeways as shown in the Corcoran plan are listed in the table below.

Table 5.3.3 | Existing Corcoran bikeways

<i>Street / road</i>	<i>From</i>	<i>To</i>	<i>Length (mi.)</i>
<i>Existing, north-south</i>			
Dairy Ave.	North Ave.	Oregon Ave.	1.3
Letts Ave.	Patterson Ave.	Oregon Ave.	1.0
Flory Ave.	Whitley Ave.	Bainum Ave.	0.5
<i>Existing, east-west</i>			
Patterson Ave.	Letts Ave.	Otis Ave.	0.4
Sherman Ave.	Dairy Ave.	Flory Ave.	0.8

Figure 5.3.2 | Corcoran bikeways*Source: Corcoran Safe Routes to School Plan*

Bicycle parking

Bicycle parking is provided at most of the schools and recreational centers in Corcoran, including the Senior Center.

Pedestrian facilities

As part of the Corcoran Safe Routes to School Plan (see the “Related Plans” section), the City conducted a sidewalk inventory based on field observations of most of the City’s main roads and streets. As shown in Figure 2-1 of that plan, the area best served by sidewalks is the city’s core, which contains the downtown and the older, central neighborhoods. However, many streets—even in the central area, and including streets around the public schools—lack continuous sidewalks. According to the Safe Routes to School Plan, the gaps in the sidewalk networks are the result of incomplete development, limited City funds and historically inconsistent enforcement of the City policy requiring property owners to install sidewalks.

Maintenance

The Corcoran Safe Routes to School Plan recommends that the City develop a maintenance plan for bicycle and pedestrian facilities, particularly along major school routes, addressing the following items:

- Annual assessment of facility conditions.
- Maintenance budget.
- Checklist of all routine and major maintenance activities, including frequency, cost and responsible party.
- Tracking system to complete maintenance activities in a timely manner.
- Evaluation system to collect residents’ feedback or claims resulting from poor maintenance.

Support programs

Historically, education and safety programs have been presented by the Corcoran Police Department and the local Optimists Club in the form of bicycle rodeos conducted at least once a year at the

elementary schools. The rodeos teach kids the rules of the road and stress helmet use.

Past expenditures

In 2012, the City of Corcoran received \$686,000 in Congestion Mitigation Air Quality funds to add shoulders with bikes lanes on recently annexed roadways.

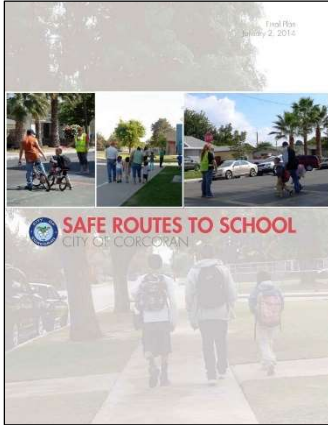
Integration with other modes

Corcoran is served by Kings Area Rural Transit (KART) buses, Corcoran Area Transit (CAT) buses and Amtrak trains. KART Route 13 connects Corcoran and Hanford, serving the Corcoran Amtrak Station and three stops at the state prison. All KART buses are equipped with wheelchair lifts and with front-mounted racks for two bicycles. CAT, run by the City of Corcoran, provides demand-responsive bus service within the city and to the unincorporated fringe area during daytime hours on weekdays. Customers may request a bus equipped with a bike rack.

Seven Amtrak “San Joaquins” trains stop daily at Corcoran Station. The trains connect Corcoran to Sacramento, the Bay Area, Southern California and points in between, including Hanford. The trains are equipped with a limited number of bicycle racks for use on a first-come, first-served basis.

Related plans

Corcoran Safe Routes to School Plan (2014)



The objective of this plan, prepared as part of the update to the Corcoran General Plan, is to improve traffic safety near schools, particularly for children who walk and bike. The plan summarizes key needs, challenges and concerns around each of the five

public schools in the city, and identifies a network of 'major school routes.' The plan then recommends physical improvements as well as educational and encouragement strategies to improve conditions. Below is a summary of the plan's recommendations, to be implemented variously by the City of Corcoran or the Corcoran Unified School District:

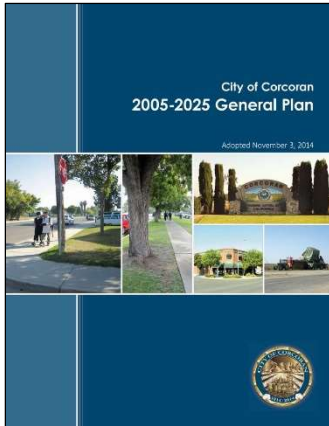
Engineering

- Closure of sidewalk gaps on a number of roads, most importantly Letts Avenue and other streets within ¼ mile of a school.
- Improved four-way crosswalks where Letts and Dairy Avenues intersect other major school routes.
- Four-way stop signs at the uncontrolled intersections along Letts and Dairy Avenues (eight intersections).
- New crossing curb ramps and upgraded ones to meet ADA standards, particularly within school zones and along the major school routes.
- Restriped bike lanes and new bikeways to connect key destinations, especially schools to neighborhoods.
- Pedestrian-scaled lighting along the major school routes, around public parks and at several other locations.
- Traffic-calming measures for streets in school zones, including along arterials and collectors.

Non-engineering

- Map for each school of recommended and discouraged walking and biking routes.
- Promotional or encouragement special events, such as 'walk and bike to school' days.
- Walking school buses and bicycle trains so that younger students may walk or bike to school as a group under adult supervision.
- Enhanced traffic enforcement by police around schools at times of high pedestrian and bicycle traffic.
- Crossing guards at additional locations.
- Traffic safety programs for school children, parents, drivers and neighbors.
- Various strategies to address the safety, congestion and parking impacts of student drop-off and pick-up, particularly at Bret Harte Elementary and Corcoran High Schools.

Corcoran General Plan (2014)



The goal of the General Plan's Circulation Element is "To design and maintain a fully integrated local network that provides for safe and convenient circulation using a variety of transportation modes." Policies in

the Circulation Element that are especially relevant to walking and bicycling include:

General Circulation and Street System

- 2.2 Accommodate the transportation needs of all users, regardless of age or ability, including bicyclists, pedestrians, children, persons with disabilities, seniors, and public transit users when planning, designing, and developing transportation improvements.
- 2.3 Incorporate features such as bus shelters, bicycle storage, bicycle racks and park and ride lots into the design of public and private development projects.
- 2.4 Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks and the designated bikeway.
- 2.5 Prioritize installation of bike and pedestrian facilities and include those recommendations in the Capital Improvement Program on an annual basis.
- 2.6 Encourage bicycle storage facilities as a condition of approval for multi-family residential development projects containing 10 or more units and for all commercial and public development proposals.
- 2.11 Ensure all crosswalks provide curb ramps in compliance with the Americans with Disabilities Act (ADA) requirements.
- 2.17 Design the street network with multiple connections and relatively direct routes for pedestrians and bicyclists, as well as motorists.
- 2.18 Require residential streets to be designed with sidewalks on both sides. Sidewalks shall be a minimum width of six feet to provide enough room for two pedestrians to walk side by side. Sidewalks and bike lanes shall be shaded by trees for pedestrian comfort.
- 2.19 Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high volume streets by designing pedestrian and bicycle pass-through pathways at cul-de-sac bulbs adjacent to Arterial roadways.
- 2.45 Locate sidewalks, paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Develop pedestrian paths to allow for unobstructed pedestrian flow from within a neighborhood, where feasible.

Pedestrian and Bicycle Modes

- 2.59 Continue to support existing programs and pursue new programs for sidewalk construction in existing developed areas where sidewalks do not exist. Monitor bicycle accidents and establish new bicycle paths and lanes, needed.
- 2.60 Provide safe, aesthetic, and pleasant spaces for pedestrians.
- 2.61 Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation, or institutional activity is present and where residential densities are high.
- 2.62 Ensure convenient and safe pedestrian crossings.
- 2.63 Provide pedestrian and bicycle access on Local streets and Minor Collectors to enable pedestrians to have access through a neighborhood to shopping areas, transit stops, schools, and other such facilities.
- 2.64 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Develop pedestrian paths to

allow for unobstructed pedestrian flow from within a neighborhood, where feasible.

- 2.65 Require, where security walls or fences are proposed for residential developments along Arterial or Collector streets, that pedestrian access be provided between the Arterial or Collector and the subdivision to allow for access to transit vehicles operating on an Arterial or Collector Street.
- 2.66 Promote safe, convenient, and accessible pedestrian access ways within the community, except where there is no demonstrated need, such as in industrial and rural residential areas.
- 2.67 Encourage the inclusion of greenbelts and common open space for pedestrian use within residential development areas.
- 2.68 Require Collectors, which are identified to function as links for the bicycle transportation system, be provided with Class II bikeways (bike lanes) or show an alternative route.
- 2.69 Provide Class I or Class II bike routes on Arterials by widening the street or eliminating on-street parking, where possible.
- 2.70 Design bicycle and pedestrian paths to minimize interaction with vehicular traffic.
- 2.71 Require the provision for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.
- 2.72 Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.
- 2.73 Eliminate hazards on designated bikeways.
- 2.74 Prevent bicycle accidents by promoting bicycle safety education and improving traffic enforcement related to bicycle use.
- 2.75 Provide adequate and secure bicycle storage facilities at all governmental, commercial, and parks throughout the City.



Existing conditions

5.4 | Hanford

In 2016, the City of Hanford completed its own active transportation plan, called the “Hanford Pedestrian and Bicycle Master Plan.” Because the Hanford plan is so recent and detailed at the local level, this chapter derives much of its information—particularly on existing and proposed facilities and projects—from the Hanford plan.

Setting and key destinations

The city of Hanford is located in northern Kings County, east of Lemoore. It has an area of 16.8 square miles and is surrounded by unincorporated Kings County, including the communities of Armona, Grangeville and Home Garden. It is the county seat and the most populous city in the county. The city has a population of 54,800 people. This includes 12,200 school-age children and teenagers (ages 5–17), representing 22% of the population; and 6,100 seniors (ages 65 and over) or 11% of the population).

The city has an older, central area with a fairly regular and well-connected street grid, and newer areas outside the core with a more curvilinear street pattern, including many cul-de-sacs (see Figure 5.4.1). Both the core and areas outside the core have a mix of land uses, but single-family residential neighborhoods predominate. Highway 198 is a grade-separated highway running east-west through the center of the city, while Highway 43 runs along the eastern edge in a north-south direction and is not grade-separated. (Highway 43 is open to bicycle travel while Highway 198 is open east of Highway 43 and west of Lemoore Naval Air Station.) The main local/regional arterials are, in a north-south direction, 12th Avenue, 11th Avenue, Douty Street and 10th Avenue; and, in an east-west direction,

Fargo Avenue, Grangeville Boulevard, Lacey Boulevard and Hanford Armona Road.

The main destinations in Hanford for pedestrians and cyclists are shown in Figure 5.4.1. In addition to the residential neighborhoods, they include:

- The downtown commercial/civic center, located along W. 7th, N. Irwin and N. Douty Streets; it includes City Hall, Kings County Library, Civic Center Park, Civic Auditorium/Teen Center, Veterans Memorial Building, Hanford Fox Theater and, slightly further out, the post office, the Plunge and the Hanford Amtrak Station.
- Kings County Government Center.
- 4th and 5th Streets area, south of downtown.
- Commercial developments at the corner of W. Lacey Boulevard and 12th Avenue, including Hanford Mall and Centennial Plaza.
- Hanford Towne Centre, at the corner of W. Lacey Boulevard and N. 11th Avenue.
- Fifteen elementary schools, three junior high schools, three high schools and a College of the Sequoias campus.
- Hidden Valley Park, Coe Park and several smaller neighborhood parks.
- Longfield Center (gymnasium and game room), Soccer Complex, Skate Park and Youth Athletic Complex.
- Kings County Fairgrounds.

Trip-making

The table below provides the mode split for trips to work made by Hanford residents. The city's walk mode share (1.9%) is lower than King County's as a whole (2.7%) while its bike mode share (0.4%) is slightly higher than the county's (0.3%).

Table 5.4.1 | Commute mode split

	<i>Commuters</i>	<i>%</i>	<i>Daily trips</i>
Drove alone	16,904	80.0%	
Carpooled	3,119	14.8%	
Public transportation	126	0.6%	
Walked	403	1.9%	17,800
Bicycled	85	0.4%	3,800
Worked at home	361	1.7%	
Other*	134	0.6%	
Total	21,132	100.0%	

* Includes taxicab, motorcycle and other means

It should be noted that the Hanford Pedestrian and Bicycle Master Plan presents similar, though not identical figures, on mode split as those shown here. The reason for the difference is that this plan has used a slightly more recent and up-to-date dataset from the U.S. Census Bureau.

Traffic collisions

The table below summarizes the key findings regarding traffic collisions in Hanford involving pedestrians and cyclists during the five-year period from 2012 through 2016. Collisions involving a pedestrian or bicyclist represented 8% of all collisions, while pedestrians and bicyclists killed or severely injured represented 37% of all victims killed or severely injured. These figures are much higher than Hanford's combined walk and bike commute mode share of 2.3%.

Table 5.4.2 | Traffic collision summary

Collisions

a. Collisions involving a pedestrian	85
b. Collisions involving a bicyclist	77
c. All collisions	2,040
d. Ped / bicyclist collisions as % of all	8%

Fatalities and severe injuries

e. Pedestrians killed	2
f. Bicyclists killed	3
g. All victims killed	12
h. Pedestrians severely injured	12
i. Bicyclists severely injured	7
j. All victims severely injured	53
k. Peds / bicyclists killed or severely injured as % of all	37%

Figure 5.4.1 shows the location of collisions involving a pedestrian or a bicyclist. As shown on the map, most collisions happen in the downtown area; on the regional arterials (Lacey Boulevard, Grangeville Boulevard, Hanford Armona Road, Douty Street and 12th, 11th and 10th Avenues); and, of particular concern, around several schools. The main clusters of collisions occur:

- In front of Hanford High School along Grangeville Boulevard (all pedestrian collisions).
- At the intersection of 11th Avenue and Lacey Boulevard.
- At the intersections of Lacey Boulevard with Greenfield Avenue and with Garner Avenue.
- On Greenfield Avenue near the Youth Athletic Complex and Hanford West High School.
- At the intersection of 11th Avenue and Sixth Street (all bicycle collisions).
- Around Civic Center Park, particularly just south of it.
- At and approaching the intersection of Douty and Seventh Streets.
- Around Roosevelt Elementary School.

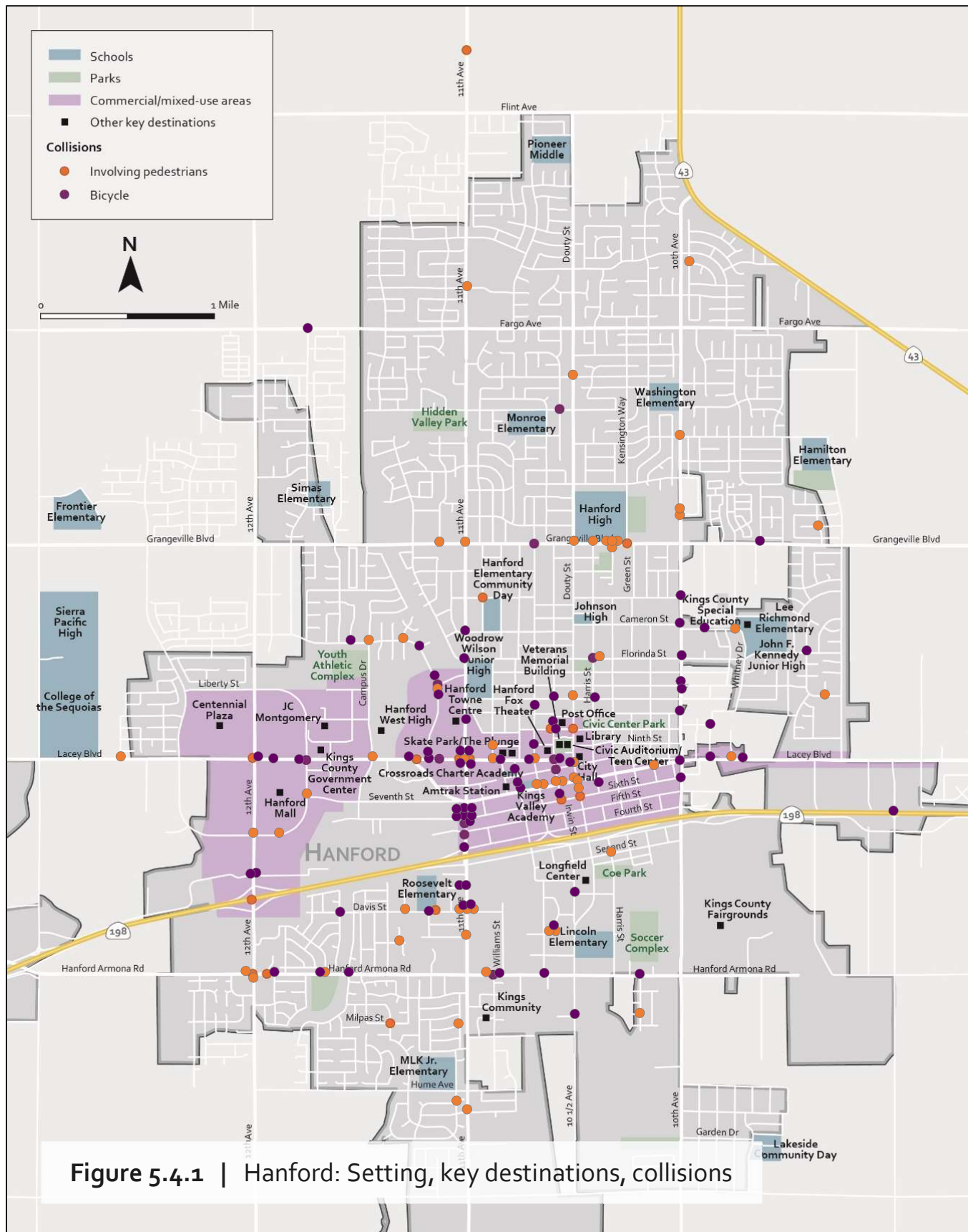


Figure 5.4.1 | Hanford: Setting, key destinations, collisions

Bikeways

Figure 5.4.2 shows the city's existing bikeways according to the Hanford Pedestrian and Bicycle Master Plan. The plan states that there are

approximately 31 miles of existing bikeways in the city, including 6 miles of bike lanes and 25 miles of bike routes. The existing bikeways are listed in the table below.

Table 5.4.3 | Existing Hanford bikeways

<i>Street / road</i>	<i>From</i>	<i>To</i>
Existing bike lanes (Class II)		
Rodgers Rd.	Grangeville	Florinda
11 th Ave.	Fargo	Grangeville ^a
Greenfield Ave..	Centennial	Lacey
Hanford Armona Rd.	Greenbrier	Airport entrance
Existing bike routes (Class III)		
Centennial Dr.	Grangeville	Lacey ^b
12 th Ave.	Flint	Grangeville ^b
12 th Ave.	Grangeville	Hume
Kings Rd. / Berkshire Way	Fitzgerald	Grangeville
University Ave.	Grangeville	Greenfield ^b
Rodgers Rd.	Mallard	Grangeville
10 ½ Ave. (Douty St.)	Flint	Grangeville ^b
10 ½ Ave. (Douty St.)	Grangeville	Hanford Armona
Kensington Way	Fargo	Grangeville
10 th Ave. (Hwy. 43)	Hwy. 43	Mission
10 th Ave. (Hwy. 43)	Mission	Third ^b
Fargo Ave.	Centennial	9 ¼
McCreary Ave.	11 th	Douty
Grangeville Blvd.	Centennial	12 th ^b
Grangeville Blvd.	12 th	9 th
Florinda St.	11 th	9 ¼
Lacey Blvd.	13 th	Centennial

^a The Hanford plan proposes converting the existing Class II facility on 11th Ave. from Fargo to Grangeville to Class III by removing the striping and adding signs and sharrows.

^b Planned to become Class II facilities (bike lanes).

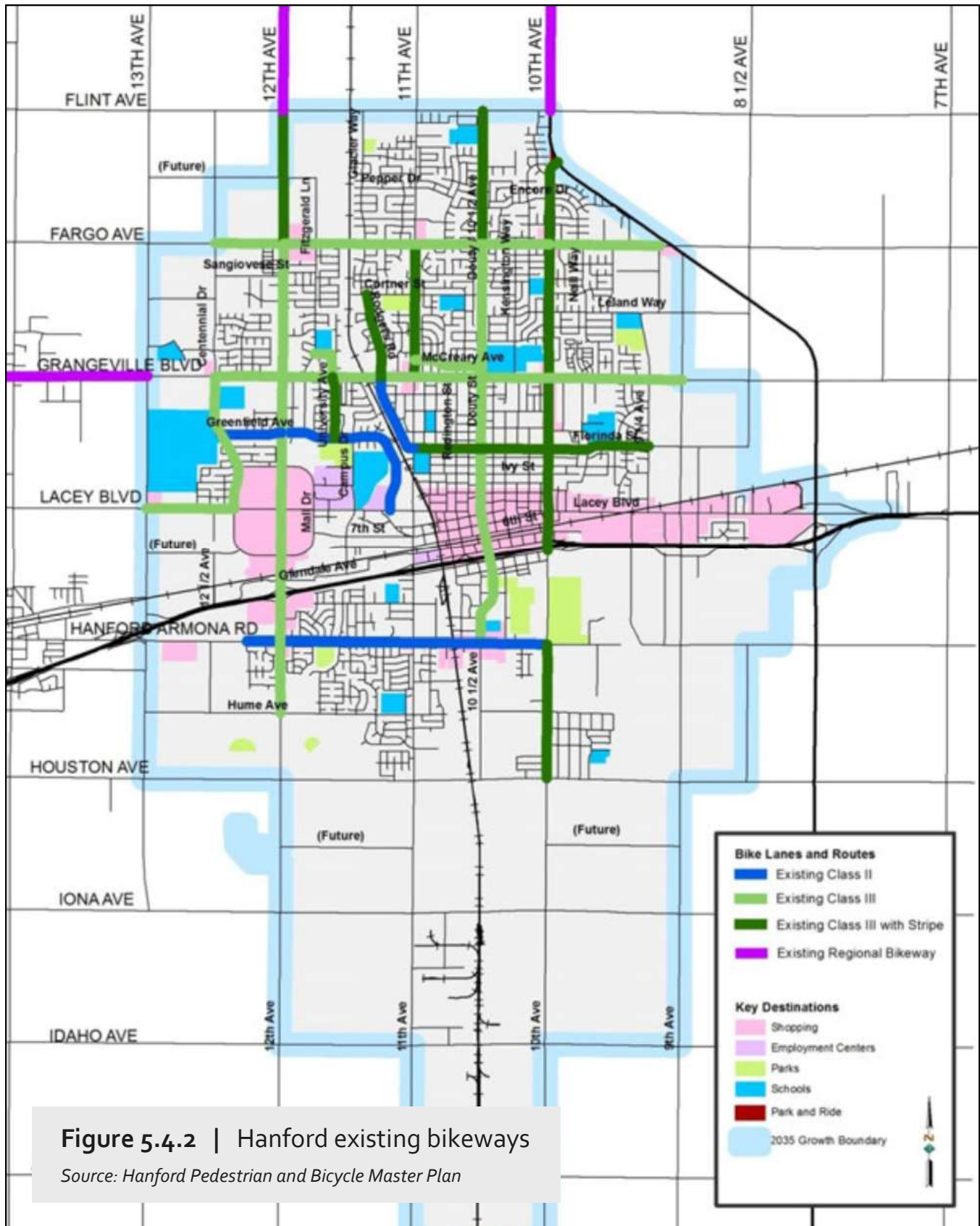


Figure 5.4.2 | Hanford existing bikeways

Source: Hanford Pedestrian and Bicycle Master Plan

Bicycle parking

Bicycle parking racks are available at Hanford's public schools, parks and other key destinations such as College of the Sequoias, Hanford Mall, County Civic Center, Kings County Library, KART Transit Center, the Amtrak Station and various other downtown locations. The City does not have a bicycle parking ordinance requiring the provision of bicycle parking. There are showers and locker facilities provided for employees at various schools, health clubs and hospitals.

The Hanford Pedestrian and Bicycle Master Plan recommends that the City consider adopting an ordinance with bicycle parking requirements for new commercial buildings, existing buildings undergoing major renovations, building change of use, City-owned and leased buildings, and public and privately owned parking lots. The plan also recommends that the City provide bicycle parking in the public right-of-way at the request of businesses.

Pedestrian facilities

Curb, gutter and sidewalk are required for all new development in the City. The City requires sidewalks to be at least 4' 6" wide in residential areas and at least 7' 6" in commercial areas. Most downtown sidewalks are 10 feet wide. The City installs approximately 30,000 square feet of sidewalks each year. However, there are areas within the city where there are gaps in the sidewalk network. Also, there are many instances where the sidewalks are not up to standard because they have cracked or uneven surfaces, or because they are obstructed by signs, poles, benches and other streetscape elements.

Shoulders serve pedestrians on many roadways outside the city limits and in unincorporated county islands that lack sidewalks. Examples include Lacey Boulevard east of 10th Avenue; Fairview Place and Fargo Place northeast of the city; Kings Road in the central portion of the city; Furlong Drive in the north central area; the streets in Home Garden; and several roadways located east of 10th Avenue and north of Lacey Boulevard. Many of the public schools in the city have some pedestrian-crossing

signage, marked crosswalks at the primary entrance to the school grounds, and reduced-speed zones within 500 feet of the school.

Maintenance

The City engages in annual maintenance efforts to repair cracked or heaved sidewalks and to address sidewalk improvements based on citizens' requests and on needs at specific locations as budget allows. Street overlay and street re-construction projects include repair of sidewalk and construction of ADA-compliant curb ramps. Other capital improvement projects with ADA components are completed every year, and when applicable the City works with developers to ensure that accessibility is included in the scope of their project.

The Hanford Pedestrian and Bicycle Master Plan recommends that the City's street maintenance and repair operations incorporate a number of pedestrian- and bicycle-oriented practices. These include repairs to cracked, potholed or uneven sidewalk and bikeway surfaces; frequent sweeping of bikeways; debris removal on bikeways and sidewalks; clearing overgrown vegetation; regular restriping of bike lanes; replacement of drainage grates that can catch bicycle tires; and various bicycle-friendly mitigation measures in construction zones and as part of roadway improvement projects.

The City's ADA Transition Plan (see later in this section) establishes several provisions related to the maintenance of pedestrian facilities and pedestrian access:

- When public right-of-way improvements are contracted by the City, the contractor will be directed to maintain an accessible path of travel for pedestrians during the entire period of construction.
- An encroachment permit is required any time work is done in the public right-of-way. The permit process includes a requirement for limiting the extent of the disruption of a pedestrian route and notification of affected adjacent property owners. The contractor must also identify and maintain a continuous

pedestrian path of travel when work disrupts passage along a public sidewalk.

- The City engages in annual maintenance efforts to repair cracked or heaved sidewalks, and to address sidewalk improvements based on public requests or on needs at specific locations as budget allows.
- Street overlay and reconstruction projects include repair of sidewalk and construction of ADA-compliant curb ramps. Other capital improvement projects with ADA components are completed regularly and, when applicable, the City works with developers to ensure that accessibility considerations are included in project scopes.
- The public may request sidewalk repairs by completing an online request form.

Support programs

Hanford Police Department officers visit schools in the Hanford Elementary School District to teach kids about basic bicycle safety laws and the importance of wearing a helmet every time they ride. In addition, the Police Department in 2015 bought 400 bicycle helmets to provide to minors. Through this program, riders younger than 18 who are caught riding without a helmet will be issued a warning citation and given an application for a free helmet. Lastly, the Police Department is considering a course to demonstrate basic riding skills, as well as bicycle inspections to ensure students have properly adjusted seats, handlebars and safety features like brakes and reflectors.

To supplement these programs, the Hanford Pedestrian and Bicycle Master Plan suggests a wide range of possible future programs, including:

- Additional bicycle safety and education programs for school children and their parents.
- After-school bicycle maintenance and repair classes.
- Promotional events such as Bike to Work Day.
- Community events such as charity bike rides, costume rides, bike fairs and bicycle rodeos.

- Informational materials and programs specifically addressing the cycling needs of seniors.
- Adult-targeted “Effective Cycling” courses, offered at bike shops and community centers.
- Special enforcement days, when officers focus on enforcing bicycle laws.
- Traffic school for cyclists, to parallel conventional driver traffic schools.
- Driver education courses, including on their responsibility to share the road with bicyclists.
- “Share the Road” signs and roadway stencils.
- Public awareness campaigns targeting drivers.
- Police officer training on the laws regarding bicyclists’ rights and responsibilities.

There are currently no pedestrian-oriented programs or initiatives in place in Hanford. To fill this gap, the Hanford Pedestrian and Bicycle Master Plan recommends:

- A neighborhood traffic-calming program;
- Monthly community walking days;
- Employer lunchtime walks;
- Walk-to-school and walk-to-transit campaigns;
- Citywide pedestrian guide and map; and
- Pedestrian safety stings and speed radar trailers.

Past expenditures

In 2013, the City of Hanford received \$66,000 in Congestion Mitigation Air Quality (CMAQ) funds to add bike lanes and pedestrian improvements at various locations throughout the city.

In 2018, the City received \$877,000, also in CMAQ funds, for additional bicycle and pedestrian improvements. The scope of work focuses on the medium- and high-priority projects identified in Hanford’s Master Plan, including signage and striping of Class II bike lanes and signage of Class III bike routes. Also, the project will provide ADA-compliant ramps, high-visibility crosswalks and pedestrian safety signage around schools.

Integration with other modes

Hanford is served by several Kings Area Rural Transit (KART) bus routes. Almost all routes begin and end at the KART Terminal in downtown Hanford. Nine local routes provide service throughout Hanford. Additional routes connect Hanford to Armona, Avenal, Corcoran, Grangeville, Hardwick, Kettleman City, Lemoore and Stratford, and beyond Kings County to Fresno, Laton, Selma and Visalia. All KART buses are equipped with wheelchair lifts and with front-mounted racks for two bicycles. Also, KART provides door-to-door dial-a-ride service during normal operating hours to eligible certified individuals with disabilities.

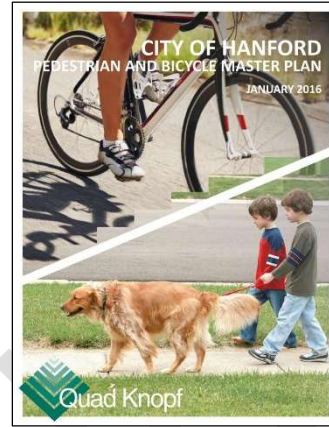
Seven Amtrak “San Joaquins” trains stop daily at Hanford Station. The trains connect Hanford to Sacramento, the Bay Area, Southern California and points in between, including Corcoran. The trains are equipped with a limited number of bicycle racks for use on a first-come, first-served basis. In addition, daily Amtrak thruway buses connect Hanford to Visalia, Santa Maria and points in between, including Lemoore, Lemoore Naval Air Station and Kettleman City. Passengers may put bicycles in the bin under the buses. In addition, buses operated by Orange Belt Stages, which offers daily trips to Las Vegas and to areas along the Central Coast, stop in Hanford.

Lastly, the California Department of Transportation (Caltrans) manages a 37-space park-and-ride lot for carpoolers at the intersection of 10th Avenue and Highway 43 (see screenshot below). This is the only formal park-and-ride facility in the county.



Related plans

Hanford Pedestrian and Bicycle Master Plan (2016)



As mentioned at the beginning of this chapter the City of Hanford completed its own active transportation plan in 2016. Called the “Hanford Pedestrian and Bicycle Master Plan,” the plan assessed existing and proposed walkways, bikeways and

programs; developed a feasible and comprehensive plan to meet the City’s pedestrian and bicycle transportation needs; provided recommendations for pedestrian and bicycle facilities with a five-year priority outlook; and identified potential funding sources. Much of the information in this chapter—particularly on existing and proposed facilities and projects—was derived from, and reflects, the Hanford Plan.

In addition, Section 5.2 of the Hanford plan includes an extensive list of objectives and implementation policies. Selected policies (edited for brevity) include:

- Schedule pedestrian and bicycle network improvements in annual updates to the Capital Improvement Program.
- Establish a spot improvement program for low-cost, small-scale improvements, such as pavement maintenance, hazard removal, or bicycle rack installation.
- Assign a project coordinator to oversee implementation of the Pedestrian and Bicycle Master Plan.
- Require secure bicycle parking at shopping, employment, and recreational centers.
- Develop and distribute pedestrian/bicycle safety material and education programs.

- Continue the enforcement of traffic laws with respect to pedestrian and bicyclists' rights and responsibilities.
- Prioritize safety improvements in the vicinity of schools, public transit, and other high-priority pedestrian destinations.
- through incentive/awareness programs.
- Develop education, awareness, incentive and encouragement programs to promote bicycling and walking.
- Consider a program for installing shade trees along streets where currently little or none exist.
- Encourage multi-jurisdictional funding applications to implement the regional pedestrian and bicycle system.

Hanford General Plan (2017)

The Transportation and Circulation Element of the City's General Plan includes several sections relevant to walking and biking, each with several implementing policies. The main sections are 4.2.9 (Complete Streets Program), 4.2.10 (Safe Routes to School), 4.2.12 (Traffic Calming and Trip Reduction) and especially 4.5.1 (Bicycle Routes and Facilities) and 4.5.2 (Pedestrian Facilities). The policies in the Transportation and Circulation Element were developed before the Hanford Pedestrian and Bicycle Master Plan (see above), so the Pedestrian and Bicycle Plan was able to generally reflect and provide greater specificity to these policies.

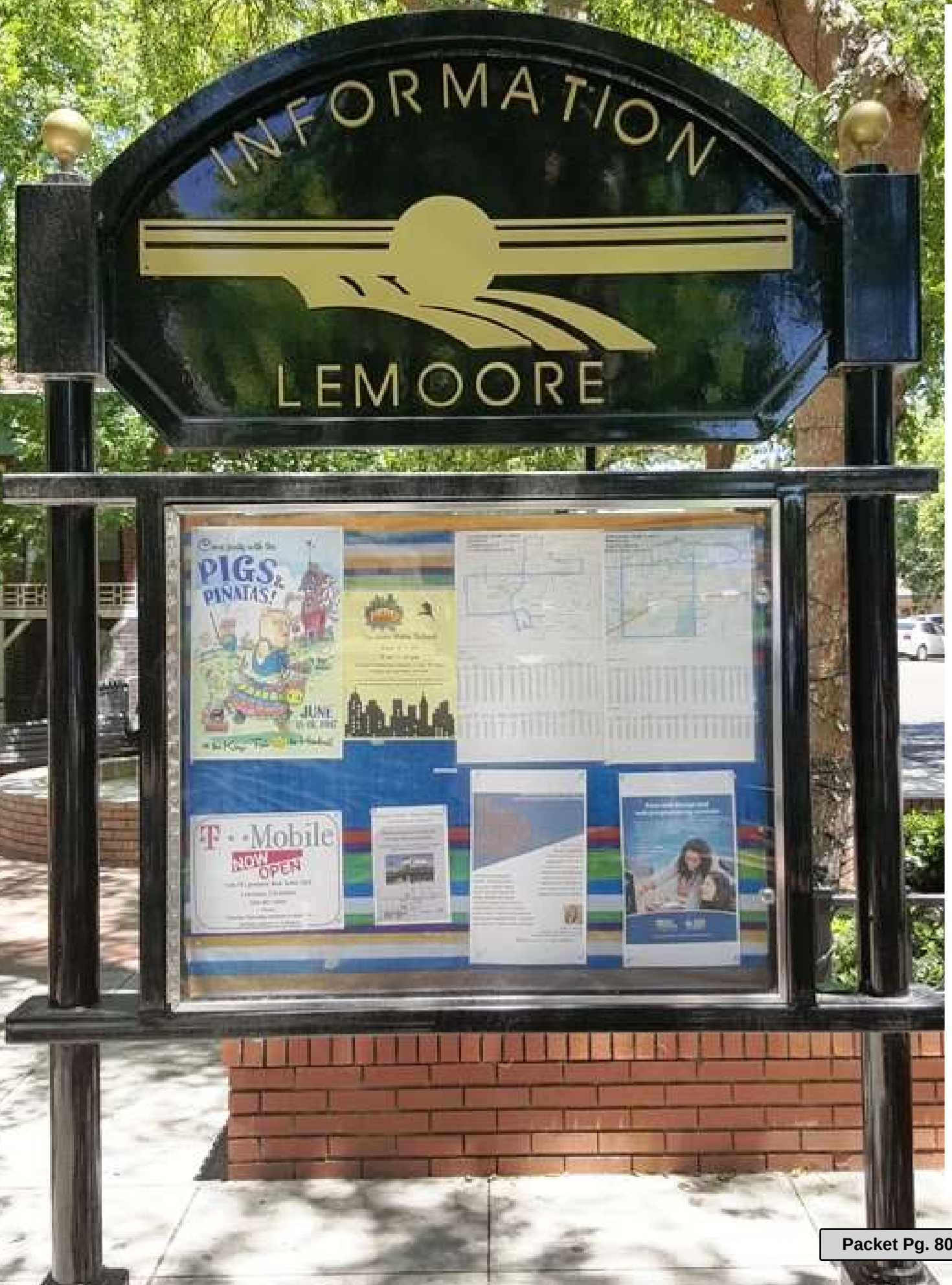
Hanford ADA Self-Evaluation and Transition Plan (2011)

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive civil rights protections to qualified individuals with disabilities in both employment and the provision of goods and services. Except under certain cases, Title II of the act requires that programs, services or activities conducted by a public agency be accessible to and usable by individuals with disabilities. To comply with these requirements, the City's ADA plan describes the process by which policies, programs and facilities were evaluated for compliance with

the ADA; presents the findings of that evaluation; and provides recommendations to improve access.

As part of the ADA planning process, in 2010–11 the City evaluated its policies, programs and procedures to determine current levels of service and the extent of barriers for persons with disabilities; and conducted a physical survey of City facilities and selected pedestrian rights-of-way to identify physical barriers and recommendations for improvements. Facilities surveyed included City parks, municipal buildings, and selected sidewalks and curb ramps in high-priority pedestrian areas, particularly in the City's downtown area.

The ADA plan determined to prioritize sidewalk and curb ramp repairs in the following order, based on the types of facilities or areas they would serve: 1. government offices and facilities; 2. bus stops and transportation facilities; 3. places of public accommodation such as commercial and business areas; 4. facilities containing employers; 5. other areas such as residential neighborhoods and underdeveloped regions of the City. Additional criteria for prioritization may include: repair of hazardous conditions; distance from a City-operated program or building; distance from a bus stop; proximity to a facility serving disabled clients; level of pedestrian traffic; and lack of feasible alternate routes. The City established a 20-year timeframe to remove barriers in the public right-of-way.



Existing conditions

5.5 | Lemoore

Setting and key destinations

Lemoore is located in northwestern Kings County, west of Hanford and east of Lemoore Naval Air Station. It has an area of 8.5 square miles and is surrounded by unincorporated Kings County. The city has a population of 25,000 people. This includes 5,200 school-age children and teenagers (ages 5–17), representing 21% of the population; and 1,900 seniors (ages 65 and over), or 7% of the population.

The city's urbanized area is found mostly east of Highway 41 and north of Highway 198. This area consists primarily of residential development, with scattered commercial, civic and institutional uses. The city has a small older, central area with a fairly regular and well-connected street grid; newer areas outside this core have a more curvilinear street pattern, including many cul-de-sacs (see Figure 5.5.1). The main local/regional thoroughfares are 19th Avenue, 18th/Lemoore Avenue, Hanford Armona Road and Bush Street.

The main destinations in Lemoore for pedestrians and cyclists are shown in Figure 5.5.1. In addition to the residential neighborhoods, they include:

- The downtown commercial/civic center along W. D Street and, slightly further south, City Hall and Lemoore Branch Library.
- The four elementary schools, two middle/junior high schools and three high schools.
- West Hills College campus.
- City, Lions and Heritage Parks.
- Lemoore Plaza Shopping Center, at the intersection of 18th/Lemoore Avenue and Hanford Armona Road.

Trip-making

The table below provides the mode split for trips to work made by Lemoore residents. The city's walk mode share (1.6%) is lower than King County's as a whole (2.7%) while its bike mode share (0.4%) is slightly higher than the county's (0.3%).

Table 5.5.1 | Commute mode split

	<i>Commuters</i>	<i>%</i>	<i>Daily trips</i>
Drove alone	9,491	82.5%	
Carpooled	1,450	12.6%	
Public transportation	12	0.1%	
Walked	179	1.6%	7,900
Bicycled	41	0.4%	1,800
Worked at home	176	1.5%	
Other*	149	1.3%	
Total	11,498	100.0%	

* Includes taxicab, motorcycle and other means

Traffic collisions

The table below summarizes the key findings regarding traffic collisions in Lemoore involving pedestrians and cyclists during the five-year period from 2012 through 2016. Collisions involving a pedestrian or bicyclist represented 7% of all collisions, while pedestrians and bicyclists killed or severely injured represent 23% of all victims killed or severely injured. These figures are much higher than Lemoore's combined walk and bike commute mode share of 2.0%. Figure 5.5.1 shows the location of collisions involving a pedestrian or a bicyclist. A high number of collisions happen along the arterials, particularly 18th/Lemoore Avenue, 19th Avenue, Bush Street, Cinnamon Drive and Hanford Armona Road. In addition, clusters of collisions can be seen at the intersections of Fox Street/Cinnamon Drive and Hanford Armona Road/Beverly Drive, and

where Lemoore Avenue intersects Bush Street and Cinnamon Drive.

Table 5.5.2 | Traffic collision summary

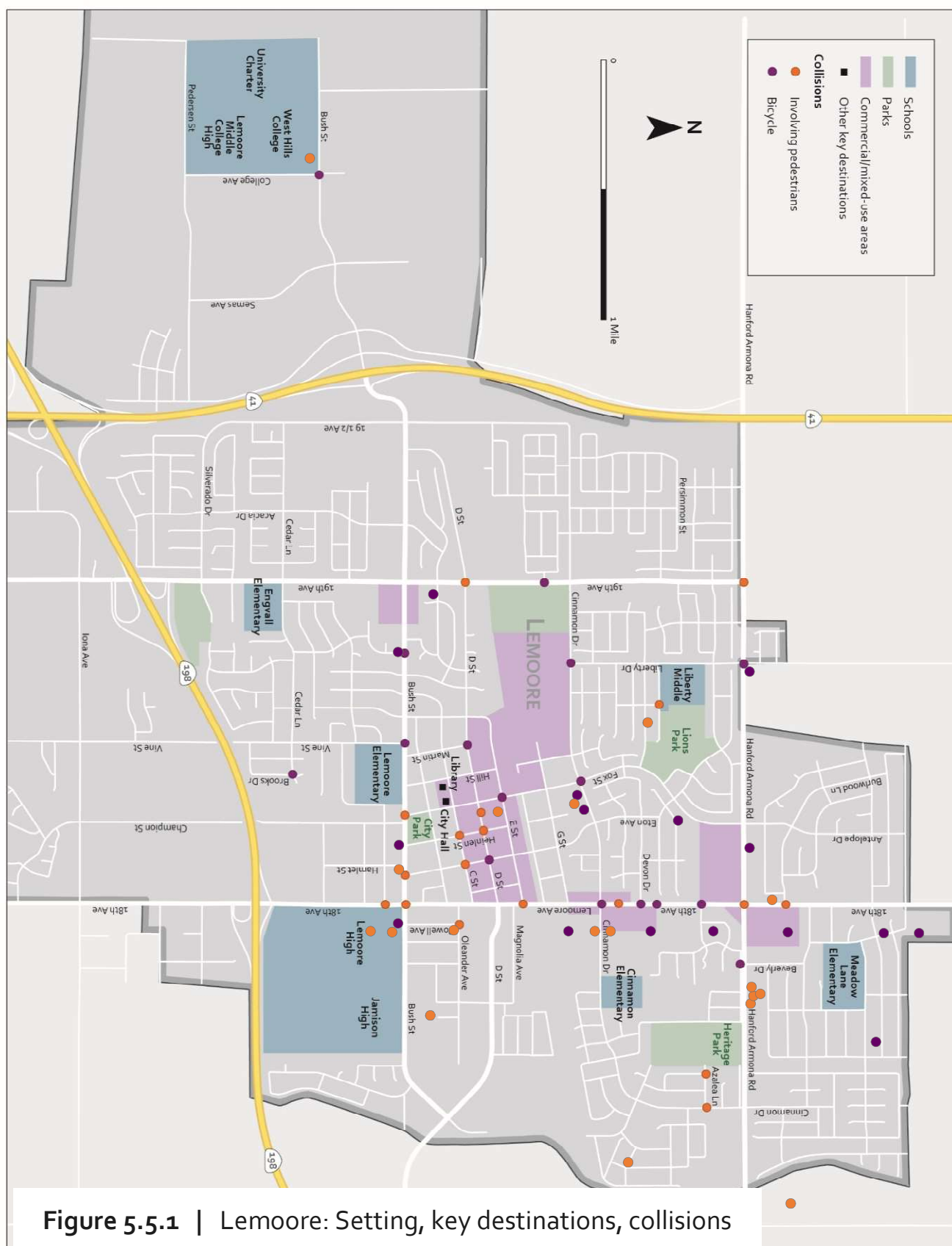
<i>Collisions</i>	
a. Collisions involving a pedestrian	36
b. Collisions involving a bicyclist	30
c. All collisions	943
d. Ped / bicyclist collisions as % of all	7%
<i>Fatalities and severe injuries</i>	
e. Pedestrians killed	1
f. Bicyclists killed	0
g. All victims killed	4
h. Pedestrians severely injured	3
i. Bicyclists severely injured	2
j. All victims severely injured	22
k. Peds / bicyclists killed or severely injured as % of all	23%

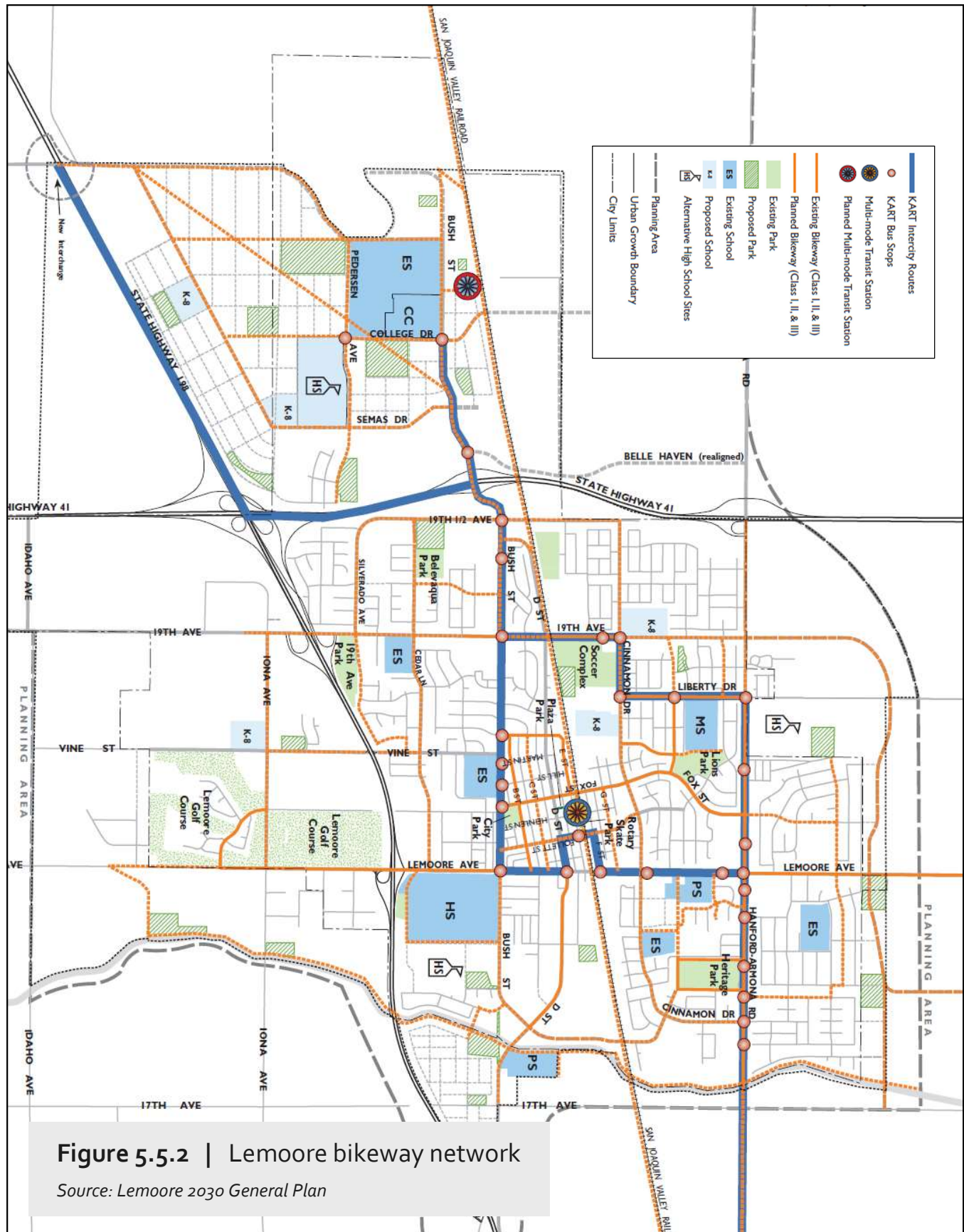
Table 5.5.3 | Lemoore bikeway segments

<i>Street / road</i>	<i>From</i>	<i>To</i>
<i>Existing north–south bikeways</i>		
19 th Avenue	Cinnamon Drive	D Street
Liberty Drive	Hanford Armona Road	Cinnamon Drive
Creekside path	Fallenleaf Drive	Cinnamon Drive
Fox Street	Hanford Armona Road	Bush Street
Lemoore Avenue	Northern city limit	Golf Links Drive
Path around Heritage Park		
Olive Street	E Street	Bush Street
<i>Existing east–west bikeways</i>		
Hanford Armona Road	Liberty Drive	Lemoore Canal
Fallenleaf Drive	Liberty Drive	Fox Street
Cinnamon Drive	19 th Avenue	Lemoore Avenue
E Street	Fox Street	Olive Street
D Street	Lemoore Avenue	Bush Street
B Street (entire length)	Olive Street	Lemoore Avenue
Golf Links Drive (entire length)	Iona Avenue	Lemoore Avenue

Bikeways

Figure 5.5.2 shows Lemoore’s existing (and also proposed) bikeways according to the City’s 2030 General Plan. The existing bikeways (shown in the figure as solid orange lines) are listed in the table on the next page.





Bicycle parking

Most schools in Lemoore provide bicycle parking for use by students and staff. Implementation actions in the Circulation Element of the City's General Plan call for amending the Zoning Ordinance to (i) require bicycle parking facilities at large commercial and industrial employer sites, including racks and lockers that are integrated into the overall site and building design (action C-I-4) and (ii) include standards in all new development for pedestrian circulation including bicycle parking and lockers integrated with parking areas (action C-I-8).

Pedestrian facilities

In general, the streets in the downtown area offer sidewalks and crosswalks, and the short blocks and grid network provide easy connectivity for pedestrians. The newer neighborhoods feature more curvilinear street patterns, including many cul-de-sacs. These designs provide fewer street connections, which force pedestrians to have to travel longer, more circuitous distances.

The Circulation Element states that "improvements in areas within the City that currently have undersized or no pedestrian facilities should be made a priority... The new neighborhood centers should also be designed to be "pedestrian friendly... Pedestrian-friendly facilities should also be provided near transit stops and adjacent to medium and higher density residential areas."

Maintenance

Implementation action C-I-3 of the Circulation Element of the City's General Plan calls for increasing bicycle safety by, among other actions:

- Sweeping and repairing bicycle lanes and paths on a regular basis.
- Ensuring that bikeways are delineated and signed in accordance with Caltrans standards.
- Ensuring that lighting is provided where needed.
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are kept free of hazards such as uneven pavement, gravel and other debris.
- Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways.

Support programs

In the past, educational and safety programs were presented by "Perfection on Wheels," a bicycle stunt team, to the students of the elementary schools once a year. The program stressed helmet usage and rules of the road. Implementation action C-I-3 of the Circulation Element of the City's General Plan calls for increasing bicycle safety by, among other actions, working with the Lemoore Union School districts to promote classes on bicycle safety in the schools.



Past expenditures

2013: The City installed 20 disabled-access ramps at various intersections in the area of Meadow Lane School and new sidewalk on the west side of Vine Street between Cedar Lane and Vine Court. The project was paid from the Safe Routes to School grant along with the City's local match, which was paid from the Local Transportation Funds (LTF) program. Also, the City received \$75,000 in Congestion Mitigation and Air Quality (CMAQ) funds in Fiscal Year (FY) 2012/2013 and \$424,000 in FY 14/15 for pedestrian facilities on 19 ½ Avenue from Bush Street to Cinnamon Drive.

2015: The City undertook the Cinnamon Drive Canal project, which consisted of undergrounding the last section of above-ground canal along Cinnamon Drive and constructing new sidewalk, curb, gutter, and bike lane in its place. The engineering for this project was completed using a Community Based Transportation Planning grant. Construction was funded with \$419,000 in State Transportation Improvement Program (STIP) funds and a local contribution of \$267,000 paid from the LTF program.

2017: The City undertook a project to provide in-roadway warning lights (IRWLs). These amber lights embedded in the pavement alert motorists to the presence of a pedestrian crossing, or preparing to cross, the street. When a pedestrian activates the system, the lights begin to flash in unison, warning the motorist that a pedestrian is in the vicinity of the crosswalk ahead. The IRWLs will be located on Lemoore Avenue at Skaggs Street and Larish Street, where crosswalks are used by high school students. The engineer's estimate for this project was \$170,775.00. Also, the City received \$154,000 in CMAQ funds in FY 17/18 for a multi-use trail on Vine Street from Green Lane to Caddie Loop.

Integration with other modes

Lemoore is served by Kings Area Rural Transit (KART) buses. Two KART local bus routes provide service within Lemoore, while several additional KART routes connect Lemoore to Armona, Avenal, Hanford, Kettleman City, Lemoore NAS and

Stratford. All KART buses are equipped with wheelchair lifts and with front-mounted racks for two bicycles. Also, KART provides door-to-door dial-a-ride service during normal operating hours to eligible certified individuals with disabilities.

In addition, daily Amtrak "thruway" buses connect Lemoore to Visalia, Santa Maria and points in between, including Hanford, Lemoore Naval Air Station and Kettleman City. Passengers may put bicycles in the bin under the buses. Buses operated by Orange Belt Stages, which offers daily trips to Las Vegas and to areas along the Central Coast, also stop in Lemoore.

Related plans

Lemoore Bikeway Plan

The Lemoore Bikeway Plan (which does not provide a year of completion) outlines three goals, each with several clarifying objectives. The goals can be summarized as seeking to develop a safe, continuous and convenient system of bikeways throughout the city and its vicinity.

The plan consists of six chapters.

1. Describes the city's bikeway needs and opportunities, and lists the goals and objectives for the plan.
2. Identifies potential destinations, and existing and previously proposed bikeways.
3. Formulates a network of bikeways between existing bikeways, residential neighborhoods and key destinations.
4. Includes design and construction standards for bikeways and bicycle signage, markings and parking.
5. Discusses considerations related to funding and implementation of the bikeway network.
6. Reviews consistency of the plan with other elements of the former General Plan and outlines a strategy for ongoing bikeway planning.

Lemoore 2030 General Plan (2008)

This plan articulates the vision of what Lemoore aspires to be in the year 2030. The plan translates residents' ideas about development and conservation into a set of policies and actions that will help decision-makers shape how Lemoore looks, provides services and manages resources. Key themes and initiatives include promoting compact development; creating a safe, efficient, and attractive circulation system with an emphasis on connectivity; supporting economic development by providing a range of sites for both small businesses and large employers; providing new parks; protecting natural and environmental assets; and planning for environmental justice.

Section 4.5 of the General Plan's Circulation Element addresses non-motorized transportation. Key implementation actions under this section include:

- C-I-1: Implement the Lemoore Bikeway Plan in coordination with the County's Regional Bicycle Plan.
- C-I-2: Establish bicycle lanes, bike routes, and bike paths consistent with the General Plan. This would include establishing a new, more specific, Lemoore Bike Map.
- C-I-3 Increase bicycle safety by, among other actions, providing bicycle paths or lanes on bridges and overpasses, and installing large sidewalks along arterial and median parkway streets such as Lemoore Avenue and Hanford Armona Road, so that children may ride safely away from traffic.
- C-I-5: Develop continuous walkways to connect new office parks, commercial districts and residential neighborhoods.
- C-I-6 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas.
- C-I-7: Establish specific standards for pedestrian facilities to be accessible to physically disabled persons, and ensure that roadway improvement

projects address mobility or accessibility for bicyclists or pedestrians.

- C-I-8: Amend the Zoning Ordinance to include standards in all new development for pedestrian circulation including: patterned concrete sidewalks across streets, crossing signalization, bulb-outs and street lighting.

Lemoore Americans with Disabilities Act Transition Plan (2013)

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive civil rights protections to qualified individuals with disabilities in both employment and the provision of goods and services. Except under certain cases, Title II of the act requires that programs, services or activities conducted by a public agency be accessible to and usable by individuals with disabilities. To comply with these requirements, the City's ADA plan identifies physical barriers to accessibility, develops solutions for the removal of these barriers and provides recommendations to ensure compliance with the law.

As part of the ADA planning process, the City conducted a physical audit of (i) City-owned facilities (namely buildings and parks) and (ii) a representative sample of City-maintained pedestrian facilities in the public right-of-way. Because the majority of services provided to the public by the City occur within buildings and parks, the plan determined to prioritize the mitigation of barriers in facilities ahead of those in the right-of-way. Moreover, the plan determined that barriers in the right-of-way will be removed mainly when repairs are performed on the adjacent roadway; and that barriers will be mitigated in the following order: 1. adjacent to City buildings and parks; 2. within commercial and professional zones; 3. adjacent to schools; 4. within residential zones; 5. within industrial zones.

Existing conditions

5.6 | Unincorporated Kings County

Setting and key destinations

The unincorporated areas of Kings County have 2% of the county's population (or 33,900 people) while encompassing 96% of its land area (1,340 square miles). The population includes 7,000 school-age children and teenagers (ages 5–17), representing 21% of the total; and 3,300 seniors (ages 65 and over), or 10% of the total.

The main activity centers and destinations for pedestrians and cyclists in unincorporated Kings County are shown in Figure 5.6.1. They include Lemoore Naval Air Station (located west of Lemoore), Burris and Hickey Parks, and the following communities:

- Armona, Grangeville and Home Garden, all of which are on the outskirts of Hanford.
- Hardwick, north of Hanford, near the Fresno County border.
- Kettleman City, east of Avenal, along Highway 41.
- Stratford, south of Lemoore.
- Santa Rosa Rancheria, a tribal reservation, located between Lemoore and Stratford.

The main thoroughfares serving these communities are Highway 198 (Armona and Lemoore Station); Hanford Armona Road (Armona); Grangeville Boulevard (Grangeville); 10 ½, 10th and Houston Avenues (Home Garden); 14th and Excelsior Avenues (Hardwick); Brown Street (Kettleman City); and Highway 41 (Stratford).

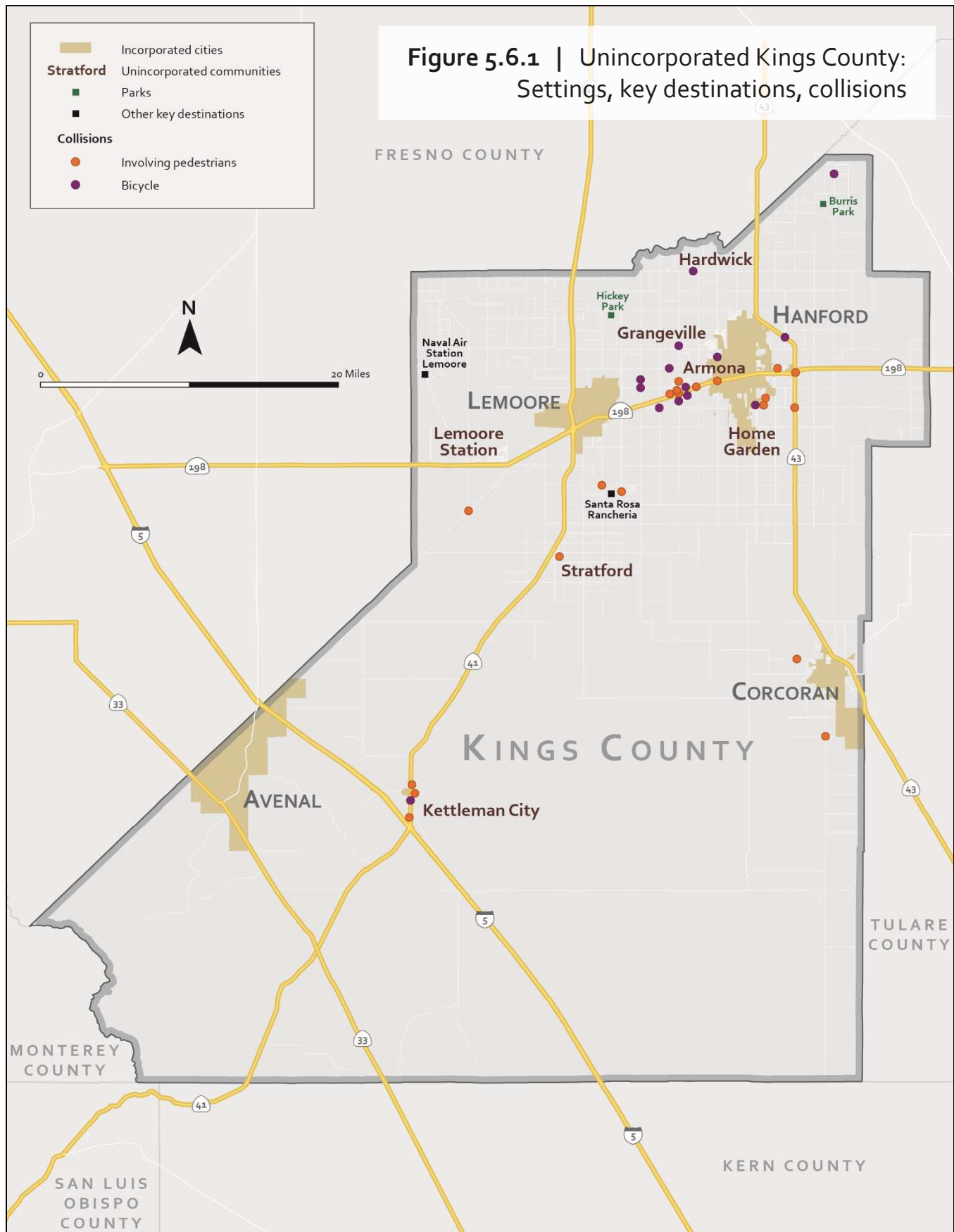
Trip-making

The table below provides the mode split for trips to work made by residents of unincorporated Kings County. The walk mode share of the unincorporated areas (4.8%) is quite a bit higher than King County's as a whole (2.7%) while the bike mode share (0.3%) is the same as the county's.

Table 5.6.1 | Commute mode split

	<i>Commuters</i>	<i>%</i>	<i>Daily trips</i>
Drove alone	9,840	70.5%	
Carpooled	1,885	13.5%	
Public transportation	202	1.4%	
Walked	670	4.8%	29,600
Bicycled	36	0.3%	1,600
Worked at home	1,030	7.4%	
Other*	293	2.1%	
Total	13,956	100.0%	

* Includes taxicab, motorcycle and other means



Traffic collisions

The table below summarizes the key findings regarding traffic collisions in unincorporated Kings County involving pedestrians or cyclists during the five-year period from 2012 through 2016.

Table 5.6.2 | Traffic collision summary

<i>Collisions</i>	
a. Collisions involving a pedestrian	23
b. Collisions involving a bicyclist	12
c. All collisions	3,680
d. Ped / bicyclist collisions as % of all	1%
<i>Fatalities and severe injuries</i>	
e. Pedestrians killed	6
f. Bicyclists killed	3
g. All victims killed	98
h. Pedestrians severely injured	3
i. Bicyclists severely injured	3
j. All victims severely injured	199
k. Peds / bicyclists killed or severely injured as % of all	5%

Collisions involving a pedestrian or cyclist represent 1% of all collisions, while pedestrians and cyclists killed or severely injured represent 5% of all victims killed or severely injured. These figures compare against a combined walk and bike commute share of 5.1% in the unincorporated areas.

The map on the next page shows the location of collisions involving a pedestrian or a cyclist. Three roadways experienced three or more collisions involving pedestrians: Highway 198 (7 collisions), Highway 41 (4 collisions) and 14th Avenue (3 collisions). The roadways experiencing the most collisions involving cyclists were Hanford Armona Rd. and 14th Avenue, each with three collisions.

Bikeways

Figure 5.6.2 shows the existing and proposed bikeways in the unincorporated areas according to

the Kings County 2014 Regional Transportation Plan (which itself relied on information from the 2011 Kings County Regional Bicycle Plan). The existing bikeways are listed in the table below.

Table 5.6.3 | Existing bikeways in unincorporated Kings County

<i>Street / road</i>	<i>From</i>	<i>To</i>	<i>Length (mi.)</i>
Existing, north-south			
12 th Avenue	Excelsior Ave.	Hanford city limit	3.3
14 th Avenue	Flint Ave.	Hanford Armona Rd.	4.0
18 th Avenue	Grangeville Blvd.	Lemoore city limit	1.4
Existing, east-west			
Avenal Cutoff Road	Jackson Ave.	Avenal city limit	15.1
Grangeville Boulevard	Lemoore Naval Air Station	Hanford city limit	13.6
Hanford Armona Road	Lemoore city limit	Hanford city limit	4.6
Touring bikeways^a			
Douglas Avenue	12 ¾ Ave.	12 th Ave.	0.6
12 th Avenue	Douglas Ave.	Excelsior Ave.	1.6
Highway 43	Fresno County line	Hanford city limit	5.0

^a "Touring" is not a standard bikeway designation. The 2011 Bicycle Plan, which used this term, describes them as "...streets, county roads, and state highways which cannot be given a formal designation (i.e. Class I, II, or III) because of cost or liability concerns but are used as a primary cycling route by more experienced (and typically long-distance) cyclists. These roads are often narrow, without shoulders, or carry high speed traffic and/or heavy traffic volumes. These streets do not provide the level of protection or comfort necessary for the casual, less experienced cyclists. Therefore, a touring roadway is one on which only experienced cyclists should ride."

The Kings County General Plan incorporates more specific "community plans" for the unincorporated communities of Armona, Home Garden, Kettleman City and Stratford. Below are the main findings related to bicycle facilities in each of these plans:

Armona

Signs designate Class III bicycle routes along 12th Avenue, 14th Avenue and Hanford Armona Road; however, road surfaces do not contain striping to designate bicycle lanes.

Home Garden

Bicycle infrastructure within the community is incomplete. A bicycle sign is posted on 10th Avenue

and residents occasionally use bicycles along this busy stretch of roadway.

Kettleman City

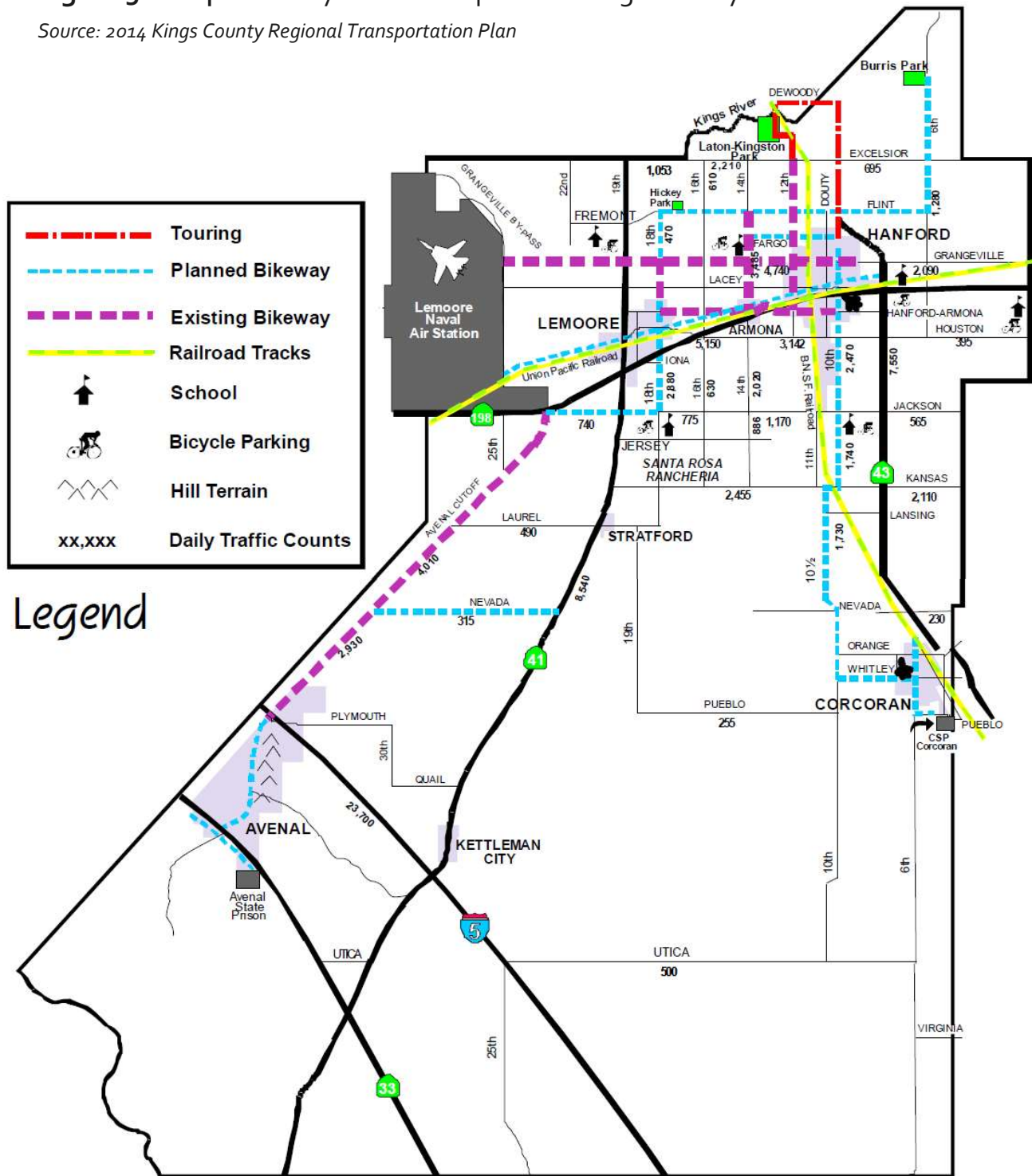
There are no bike lanes or paths in the community, particularly between the residential community and the highway commercial area.

Stratford

20 ½ Avenue south of 6th Street should incorporate a bicycle and pedestrian facility to provide access to the Empire Pool, a temporary irrigation water storage holding basin that also provides opportunities for fishing, boating, swimming and camping.

Figure 5.6.2 | Bikeways in unincorporated Kings County

Source: 2014 Kings County Regional Transportation Plan



Legend

Bicycle parking

Frequently used destinations, such as stores and public facilities, have limited bicycle parking. Each of the four community plans under the Kings County General Plan includes a policy stating that “Downtown commercial and public facility uses shall be required to provide bicycle parking facilities [and] provide safe bicycle locking areas...”

Pedestrian facilities

Below are the main findings related to pedestrian facilities, and to walking more generally, found in the community plans under the Kings County General Plan:

Armona

- Sidewalks are inconsistent along the major corridors, most notably 14th Avenue. In addition, while pedestrian crossings in the community are currently found at most of the busy intersections along 14th Avenue, there are no crosswalks in the immediate vicinity of the schools, and many of the existing crossings are in need of re-striping.
- Sidewalk segments south of Hanford Armona Road are mostly complete, with the exception of two separate sections on the east side of 14th Avenue. The sidewalks north of Hanford Armona Road are less frequent and have no infrastructure crossing along the railroad right-of-way or along sections north of Locust Street.
- Dirt paths crossing the railroad—linking Ambrose Street to C Street and Railroad Street to D Street—are used by school children living north of the railroad tracks to reach the elementary and middle schools and the Community Park.
- Front Street has sidewalks along the north side just west of Oak Avenue that were constructed as part of the Armona North Subdivision project. Development patterns, however, did not provide for cut-throughs from the cul-de-sacs, so school children and pedestrians must either travel by car or meander through long subdivision streets to exit onto Front Street.

- The remnant of Mussel Slough in the northwest portion of the community has been identified as a possible pedestrian connection from Armona to Hanford’s regional commercial area and future College of Sequoias campus.

Home Garden

- Pedestrian infrastructure is incomplete and in most locations forces pedestrians to share the roadway with cars. Residents have expressed considerable concern over traffic and pedestrian circulation, and desire improvements that increase community connectivity.
- Sidewalks have been incorporated into small non-contiguous segments of streets, mostly in newer developments west of 10th Avenue.
- Pedestrian crosswalks are not clearly marked and contribute toward driver and pedestrian uncertainty in the roadways and intersections.

Kettleman City

- The residential area has little to no pedestrian infrastructure. Existing roadways are open with pavement meeting dirt shoulders, leaving no separation between pedestrians and cars. Without sidewalks, residents often feel uncomfortable using the streets.
- There are no paths between the residential community and the highway commercial area. However, residents currently use a remote route through the fields to the southwest, over a bridge across the aqueduct, and through the Chevron utility area in order to reach the commercial area.

Stratford

- Pedestrian infrastructure within the community is incomplete and in some locations forces pedestrians to share the roadway with cars.
- The primary circulation improvements desired by residents relate to roadway conditions, traffic regulation, traffic calming, street cleaning, curbs and gutters, lighting and sidewalk improvements.
- The Stratford School had recently constructed sidewalks along the entire eastern boundary of the school site.

Support programs

The Kings County Sheriff's Department, in collaboration with the California Highway Patrol, holds biking-related educational and safety programs for elementary and middle school students at least once a year. These programs focus on teaching students about traffic rules of the road and wearing a bicycle helmet.

Past expenditures

In 2010, Kings County was awarded \$628,670 in state funds to construct pedestrian facilities in Home Garden. The following year, Kings County staff, with collaboration from KCAG staff, wrote successful Safe Routes to School grant proposals for \$453,600 in federal funds for sidewalks, curbs, gutters, lighted crosswalks and drainage in Kettleman City (in front of the elementary school) and for \$320,900 in state funds for similar improvements in Armona.

Integration with other modes

The unincorporated areas of Kings County are served by Kings Area Rural Transit (KART) bus routes 12, 14, 20 and 21. Route 12 connects Hanford, Armona, Lemoore, Stratford, Kettleman City and Avenal. Route 14 connects Hardwick and Hanford. Route 20 provides service between Hanford and Lemoore through Armona. Route 21 serves Hanford, Lemoore and Lemoore NAS. All KART buses are equipped with wheelchair lifts and with front-mounted racks for two bicycles.

KART provides door-to-door dial-a-ride service during normal operating hours to eligible certified individuals with disabilities. Two paratransit programs are operated by the California Vanpool Authority (CalVans): Agricultural Industries Transportation Services (AITS), primarily for agricultural farmworkers; and a general vanpool program for general-workforce commuters.

In addition, buses operated by Orange Belt Stages, which offers daily trips to Las Vegas and to areas

along the Central Coast, stop in Kettleman City and at Lemoore Naval Air Station.

Related plans

2035 Kings County General Plan (2010)

This plan defines goals, objectives and policies to guide the physical growth, use and development of land under the County's jurisdiction through the year 2035. According to the plan, the County's overarching priorities are to protect prime agricultural land, direct urban growth to existing cities and community districts, and increase economic and community sustainability. Non-motorized transportation is addressed in Section V of the plan's Circulation Element; information from that section has been incorporated into this report.

As mentioned earlier, the County's General Plan incorporates more specific "community plans" for the unincorporated communities of Armona, Home Garden, Kettleman City and Stratford. Each of these community plans also addresses transportation. All of the plans generally have policies for:

- Integrating pedestrian and bicycle facilities and connections in new growth areas.
- Enhancing pedestrian and bicycle access and safety through the use of traffic-calming street design measures at key crossings.
- Implementing pedestrian-oriented streetscape features in the downtowns or commercial areas.
- Requiring sidewalks, tree lined streets and traffic calming crossings on neighborhood streets.
- Evaluating the need, and seeking funds, for Safe Routes to School improvements.

In addition, below are more community-specific objectives and policies related to walking and biking in each of the plans.

Armona

- 6A.3.1: Coordinate with the City of Hanford to plan for a multi-use pathway extending from Front Street in Armona that connects to job

centers and higher education/vocational training facilities in west Hanford.

- 6A.5.1: Plan for the complete connectivity of sidewalks along 14th Avenue and Front Street, and seek funding to construct prioritized missing segments.
- 6C.1.2: Residential developments east of 14th Avenue and north of Front Street shall establish streets and rights of way that integrate pedestrian pathways that will connect to the Downtown Commercial Core and North Expansion Area Mixed Use developments.
- 6C.1.4: Implement crosswalks and pedestrian crossing signs at suitable locations along busy roadways (namely along 14th Avenue north of Highway 198 and at intersections near schools).

Home Garden

- 3B.1.3: New commercial and residential development in the Northwest Growth Area shall integrate pedestrian and bicycle pathways that will connect residents to the community's new commercial core at the intersection of 10th Avenue and Home Avenue.
- 6B.1.1: Develop a traffic-calming pedestrian-friendly street design at the intersection of 10th and Home Avenues that integrates diagonal parking and pedestrian bulbouts.

Kettleman City

- 6A.3.3: Plan for a multi-use bicycle/pedestrian pathway extending south from Ninth Street to the California Aqueduct and veering eastward (parallel to the highway) to the Highway Commercial Area. Work with Caltrans to consider the integration of a pedestrian bridge across the aqueduct when planning for the widening of the Highway 41 bridge.

Stratford

- 3B.1.4: Community accessibility along 20 ½ Avenue south of 6th Street should be enhanced to increase safe pedestrian and bicyclist connection to the Empire Pool. Development of the open space buffer along 20 ½ Avenue can integrate the first segment of the pathway.

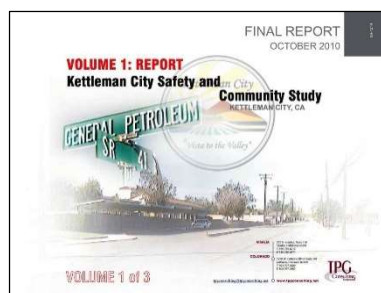
- 6A.3.1: Plan for the complete connectivity of sidewalks in the community and seek funding to construct prioritized missing segments.

County of Kings Americans with Disabilities Act Transition Plan (2016)

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive civil rights protections to qualified individuals with disabilities. Except under certain cases, Title II of the act requires that programs, services or activities conducted by a public agency, when viewed in their entirety, be readily accessible to and usable by individuals with disabilities. To comply with these requirements, the County's ADA plan identifies physical obstacles in its facilities that limit their accessibility, and outlines the methods, costs, specific steps, schedule and priorities for achieving ADA compliance.

Section B of the ADA plan addresses barriers and obstacles in sidewalks mid-block. The plan evaluates almost 200 sidewalk stretches around the county and estimates a total cost of \$9.4 million to mitigate barriers at these locations. Similarly, Section B evaluates the lack of curb ramps at approximately 200 intersections, with a total mitigation cost of half a million dollars, while Section D assesses the lack of pedestrian signals at seven intersections, with a mitigation cost of \$21,000. The plan provides an implementation schedule for these improvements, giving priority to pedestrian routes that serve government facilities (including schools and parks), downtowns, transit stops, places of public accommodation and places of employment.

Kettleman City Safety and Community Study (2010)



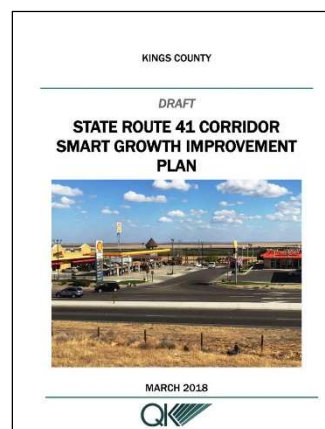
The purpose of this study was to develop community-identified design concepts for the two main thoroughfares in Kettleman City

that would improve access and safety for drivers, pedestrians and cyclists. The roadways addressed by the study area are a one-mile segment of State Route 41 (Highway 41) extending north from 25th Avenue, and a 6-block segment of General Petroleum Avenue from Highway 41 west to 5th Street.

The proposed conceptual design for General Petroleum Avenue features 10-foot sidewalks on both sides of street, street trees, street lights, high-visibility pedestrian crossings at intersections, enhanced visibility for pedestrians at the Highway 41 intersection, and designated student pick-up/drop-off zone and school bus-loading zone. Meanwhile, the proposed design for Highway 41 features 9-foot-wide sidewalks on both sides of the street, street lights, landscaped median with left-turn lane, bike lanes, on-street parking, high-visibility pedestrian crossings at intersections, landscaped gateway elements north and south of town, designated bus stops and radar speed feedback signs at the entrances to the town. The proposed sidewalks, curbs and gutters on Highway 41 are dimensioned so as to preserve the option of accommodating four travel lanes at some future point.

The study document describes existing conditions in detail, the community outreach efforts and public feedback, and the process undertaken to arrive at the identified design concepts. The document also includes an “action plan,” with estimated costs and potential funding sources to implement the design concepts.

State Route 41 Corridor Smart Growth Improvement Plan (Draft; 2018)



This plan proposes priority infrastructure improvements to address four identified transportation-related deficiencies along Highway 41 in the unincorporated community of Kettleman City. The deficiencies are poor

traffic flow; lack of pedestrian and bicycle infrastructure; speeding traffic; and limited crossings of Highway 41 over the California State Aqueduct.

The plan outlines three tiers of recommended improvements. The first-priority tier includes two pedestrian- and/or bicycle-oriented improvements: (i) Bike path or traffic-separated bikeway to link the residential and highway commercial areas (a distance of approximately 1 ¼ mile), including a bridge across the aqueduct; and (ii) flashing pedestrian-crossing beacon at General Petroleum Avenue. The second-priority tier includes traffic signals at Milham and General Petroleum Avenues

Proposed improvements

6.1 | Overview

As mentioned in the introductory chapter, for people to choose active transportation as a way of getting around, communities must provide a transportation system that accommodates cyclists and pedestrians. This means providing a network of sidewalks, bike lanes, paths and trails, safe crossings, traffic-calmed streets and other pedestrian and bicycle facilities that connect the places where people live, work, study, shop, play and visit. The several chapters that follow this section outline a wide range of proposed bicycling and pedestrian projects for each of the four cities in the county (chapters 6.2 through 6.5) and for the county's unincorporated areas (chapter 6.6).

Bikeways in Kings County

With one exception, cyclists are allowed on any public street or road in Kings County. The exception is an 18-mile stretch of Highway 198 that runs through Lemoore and Hanford, from 25th Avenue at Lemoore Naval Air Station to Highway 43 (8th Avenue) just east of Hanford. Despite the fact that cyclists may be found on any other street in the county, the Kings County Regional Walk and Bike Plan designates a coordinated network of bikeways that integrate the facilities in the unincorporated county area with those in each of the county's four cities. The purpose of this countywide network is to focus the jurisdictions' and KCAG's efforts and investments on a subset of streets that will provide a higher level of service for cyclists in terms of convenience or safety.

The network seeks to address the main biking-related need expressed by the community: the lack of bikeways providing direct, continuous and more convenient connections within and between the county's cities and unincorporated areas. As explained throughout this chapter, the network in the Walk and Bike Plan was not developed from scratch. Instead, it reflects very closely networks

developed as part of earlier bicycle planning efforts. These efforts include the 2011 Kings County Regional Bicycle Plan, the 2014 Regional Transportation Plan and a number of local plans. In identifying bikeways, these plans generally took into consideration such criteria as:

- The potential to improve cyclists' safety.
- Connection to other bikeways, completion of regional links and elimination of gaps in facilities.
- Connection to activity centers and important destinations.
- Connection to other transportation modes.
- Public and stakeholder support.
- Cost effectiveness.
- Funding and technical feasibility.

As is the case with those earlier plans, the bikeway network in the Walk and Bike Plan consists primarily of four types of bicycle facilities:

- **Class I** bikeways are paved paths separated from cars and for use exclusively by bicyclists and, in the case of multi-use paths, also by pedestrians. Bike paths are typically found in parks, through open space, on abandoned and converted railroad corridors, or along surplus easements and rights-of-way.
- **Class II** bikeways are conventional bike lanes, designated by painted white stripes, stenciled bike symbols and signage. Bike lanes are usually 4-7 feet wide and are placed next to car lanes. They are recommended only on certain streets that are sufficiently wide to accommodate them.

- **Class III**

bikeways, are designated bike routes on lanes

shared with drivers. (These are typically narrow lanes on which there is no room for bike lanes unless parking or traffic lanes were removed.) Bike routes may be signed with “Bike route”




plaques and also with signs reminding drivers and cyclists that bikes may use the full lane (see top image on the next page). On street segments where the speed difference between cyclists and

cars is low—for example, on neighborhood streets or on downhills—“sharrows” may be added. These are



stencils that indicate a travel lane to be shared by cars and cyclists. They alert drivers to the potential presence of cyclists, suggest to cyclists where in the lane they

should ride and, more generally, they encourage sharing of the road and reinforce the legitimacy of bike traffic.

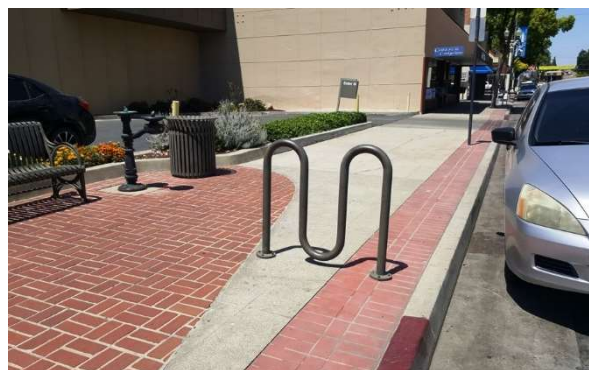
- **Other shared-use roadways, with no bikeway designation.** These are other recommended bike commuter routes, in recognition that most bicycle travel in Kings County occurs on roads that are not designated bikeways, even in areas where bikeways are provided. These shared-use roadways may be considered for reclassification as Class II or III bikeways, if warranted by bicycle usage.

As appropriate, every segment of the bikeway network should incorporate improvements for cyclists’ convenience and safety. Examples of improvements include wider shoulders; smoother roadway and shoulder pavement; solid white “fog lines” demarcating the shoulder from the travel lane; non-slip pavement markings; and safety signage.

Other types of bicycling improvements

While bikeways are critical to cyclists’ travel experience, bicycle facilities consist of more than just bike paths and bike lanes. The toolbox of improvements that local jurisdictions can use to improve conditions for bicyclists also includes the following:

- **Bicycle parking:** Parking racks for bikes are a low-cost yet effective way to encourage cycling and improve the functionality of a bikeway network. Parking reduces the threat of theft, makes bicyclists feel welcome and increases the visibility of bicycling. Local jurisdictions should install bicycle parking at all community facilities (especially libraries, parks, schools, community centers and administrative offices) and on sidewalks in downtown areas. Also, through the design review and permitting process, jurisdictions should require that all new commercial and institutional development and redevelopment projects meeting certain size criteria provide adequate bicycle parking.



- **Bicycle-activated signal detectors:** These are used at signalized intersections, especially along designated bikeways, to trigger a green light for bicyclists and provide them with sufficient time in the signal phase to clear the intersection. These devices may be in the form of in-pavement loop detectors or video detectors. They should be accompanied by pavement stencils showing bicyclists where to place themselves in order to be detected.
- **Signage:** The effectiveness of bikeways is enhanced through signage. Most importantly, signs can direct bicyclists to suitable routes, make motorists aware of cyclists' presence and rights and plant in some non-cyclists the idea to begin bicycling. Common bicycle signs show a stylized bicycle on a white background (indicating a bike lane), a green background (bike route) or a brown background (trail). Other options are directional and distance signage; signs for numbered bike routes (the design of which is customizable by local jurisdictions); "Share the Road" signs (which should be in full view of drivers); and signs with the legend "Bikes Allowed Use of Full Lane," which remind drivers of cyclists' right to the road.



- **Direct connections:** Obstacles and barriers such as freeways, railroad tracks, fences and canals undermine the usefulness of bicycle facilities on either side. Such obstacles can be overcome using cut-throughs, overcrossing, undercrossings and other shortcuts that create direct connections.
- **Showers and changing rooms:** For commuters who dress formally, travel longer distances or bicycle during wet or hot weather, the ability to shower and change clothing can be as important as bicycle storage. Showers and changing rooms are sometimes provided for employees at office parks, office buildings and buildings with fitness centers.
- **Maintenance:** Local jurisdictions should protect their investment in bicycle facilities by maintaining and rehabilitating them properly. Common tasks associated with the maintenance of bikeways include repaving, crack sealing, filling potholes, restriping lanes and re-painting stencils, tuning loop detectors and signals, sweeping and trash removal, weed abatement, and clearing plant overgrowth.

Types of pedestrian improvements

In most communities, the main walking-related concerns are missing or discontinuous sidewalks, the lack of footpaths and trails, and the challenge of crossing busy streets resulting from long crossing distances, fast traffic and drivers failing to see or yield to pedestrians. The main types of pedestrian-oriented infrastructure projects that municipalities may consider implementing are listed below.

- **Walkways.** Sidewalks, trails and other types of walkways are the basic elements of a pedestrian network. These facilities should, at a minimum, have a clear path wide enough to accommodate the widest wheelchair or baby stroller; in busier areas, they should be wide enough to allow people to walk side by side and to pass other pedestrians and wheelchair users. Sidewalks along arterial streets should, ideally, have a landscaped strip to serve as a buffer from fast-moving traffic and to enhance the aesthetics of the corridor. Driveways across walkways should be minimized and should be made safer through the use of adequate sight distances, signage, "speed tables" where appropriate (these raise the driveway to the level of the sidewalk) and other methods; in older, pedestrian-friendly districts, new development provides opportunities to group driveways, particularly on arterials.
- **Curb ramps.** These are essential for disabled access and should be part of every new sidewalk

installation at street crossings. Crossings that lack curb ramps should be retrofitted as part of a comprehensive municipal program to bring public facilities into compliance with the American with Disabilities Act (ADA).

- **Safer intersections.** The design of intersections is critical since this is where most traffic collisions involving pedestrians occur. There are numerous devices and strategies to make crossings safer and easier to navigate, many of which are relatively inexpensive. These include:
 - High-visibility crosswalk markings.
 - Sidewalk bulb-outs or extensions (which shorten the crossing distance and reduce the curb radius, making drivers slow down as they turn the corner).
 - “Speed tables,” which raise the crossing surface to the level of the sidewalk.
 - Flashing signs and other safety signage to warn motorists of the presence of crossing pedestrians.
 - Pedestrian refuges or islands in the center of the street.
 - Specially colored and textured pavement.
 - Advanced yield or stop lines (which encourage drivers to stop further back from the crossing).
 - Removing sight obstructions, such as parked cars, signs and overgrown landscaping.
 - Longer, more frequent and automatic (rather than pedestrian-activated) traffic-signal crossing phases.
- **Traffic calming.** Traffic calming is meant to improve conditions for pedestrians and bicyclists, especially in residential areas, by reducing traffic speeds and volumes. There are many different types of traffic calming devices and measures, geared toward various needs and applications. Common ones include: traffic circles or roundabouts; mid-block and intersection bulb-outs or curb extensions; traffic diverters; raised crosswalks or speed tables; and visual street-narrowing techniques. Traffic calming measures should be implemented district-wide rather than in isolation. Specific measures should be designed carefully so that they do not impede access by fire trucks, ambulances, buses, delivery

trucks and other large vehicles, or interfere with bicycle travel.



- **Direct connections.** Most of the neighborhoods built after World War II segregate land uses, have limited access points and are often separated from each other by walls, freeways and other barriers. Providing direct pedestrian connections by way of cut-throughs, overcrossings, undercrossings and other shortcuts makes walking (and bicycling) more convenient and, in some cases, viable to begin with.
- **Streetscape improvements.** In downtowns and other areas with higher pedestrian activity, a higher level of attention should be paid to the pedestrian environment. Potential streetscape improvements include street trees and other landscaping, special paving for sidewalks and crosswalks, public art, benches, trash receptacles and bus shelters. Pedestrian-oriented streetlights are important, not only to provide comfort and convenience but also to increase traffic safety and pedestrians’ sense of personal security with respect to real or perceived crime hazards. Sidewalk bulb-outs, mentioned above, provide opportunities to incorporate streetscaping, landscaping and other street beautification measures.



Support programs

Infrastructure and facilities, while critical, are only one way to improve conditions for pedestrians and cyclists. Also important are safety, education, encouragement and enforcement efforts that invite more people to walk and bike for both recreation and transportation, and that make it safer and more convenient to do so. Below is a range of support programs that KCAG and the member agencies may consider providing.

Promotion and encouragement

Promotion programs can help people overcome their mental, behavioral and logistical barriers to walking and bicycling. Some people, for example, might not think of walking to transit as a viable commute alternative; others might want to give bicycle commuting a try but do not know where to turn for basic information. Below are some of the promotion activities that local jurisdictions can support with financial and logistical backing—or even organize themselves, ideally in partnership with other agencies and community organizations:

- Walk/bike-to-work and walk/bike-to-school days, combined with prizes and giveaways to encourage participation.
- Marketing campaigns, including bumper stickers, buttons, street banners and ads on buses.
- Commute fairs.
- Walk-to-lunch days (for employees).
- Street fairs and seasonal street closures in downtowns for informal, unprogrammed congregation and recreation.
- Bicycling races, guided walking tours and targeted group activities that promote walking and biking among seniors, youth, people with physical disabilities and other demographics.
- Free maps of bicycling and walking routes.
- Giveaways of bicycle helmets, bells, lights and reflectors.
- Public bike repair station at a transit hub in one of the downtowns, and bicycle repair and maintenance workshops.
- Dedicated section on KCAG's website for resources and news related to walking and biking in Kings County.
- Bicycle tourism guide to Kings County.

Traffic safety and educational activities

- Regional traffic safety campaign aimed at drivers, bicyclists and pedestrians. Campaign activities could include educational presentations at schools and community events; public service announcements; newsletter articles and social-media posts; storybook poster contest for elementary school students; and teen driving campaign for high school students.
- Posters, ads, bumper stickers and giveaway items with Kings County-specific traffic safety messages; messages could appear on buses, at bus stops, in public buildings and on fleet vehicles.
- Courses and booklets—including in Spanish—on safe bicycling practices and techniques.
- Curricula for children on walking and bicycling in their neighborhood and to school.
- Training bike rides, workshops on bicycle commuting and bike rodeos for children.
- Digital speed signs or speed trailers on streets with a history of speeding complaints (as awareness and educational tools).
- Rotating traffic safety and educational messages on KCAG's and the member agencies' websites.
- Training courses and attendance at conferences for planning and public works staff.



Enforcement

Some of the most serious concerns expressed by Kings County residents during the Walk and Bike planning process related to illegal or careless driver behavior (and also to stray or unleashed dogs). Common traffic enforcement issues are drivers speeding and turning right at red lights in front of pedestrians; distracted or aggressive driving; drivers and bicyclists failing to yield to pedestrians at

crossings, running red lights and not stopping fully at stop signs; pedestrians jaywalking and crossing where not permitted; and bicyclists riding at nighttime without lights.

Through their police department, and in cooperation with community groups, local jurisdictions can implement enforcement programs to improve the environment for pedestrians and bicyclists. The term “enforcement” is not limited to the issuance of tickets for traffic violations. It includes a variety of activities that overlap with safety and education efforts. Law-enforcement programs can be used to educate and remind drivers, bicyclists and pedestrians about the rules of the road, discourage unsafe behaviors while encouraging safe ones, and reinforce educational programs and messages. Potential activities and actions in the realm of enforcement include:

- Additional patrol officer resources for traffic enforcement.
- Regular traffic enforcement campaigns, announced in advance to raise awareness and to give residents an opportunity to modify their behavior.
- Online form on the member agencies’ websites for the public to report chronic traffic violations (and also dangerous or intimidating dogs) and to request enforcement action.
- Patrol bicycle for city officers to use occasionally in the downtowns, around schools, in parks and at community events.
- Safety education courses for traffic offenders.

Bicycle and pedestrian counts

In addition to the above programs and activities, KCAG and the member agencies should consider implementing a bicycle and pedestrian count program at selected locations. Counts offer snapshots of bicycle and pedestrian activity and usage trends across time and geographically; may be used to gather before-and-after data at proposed and then newly built facilities; and provide data that can be used to support grant-funding applications.

Counts should be conducted regularly, every six months or a year, at a consistent set of locations, so

that data can be compared across time. Typically, counts are performed over a single day in the spring or fall while schools are in session (May or September; recreational uses at a location may warrant a weekend count). Counts may be conducted manually by volunteers, by automated video counters (which allow for data collection on a 24-hour basis) or by permanently installed automated counters (which can provide data on an annual basis).

“Safe routes to school” improvements

As in other communities, much of the walking and biking activity in Kings County consists of children going to and coming from school. At the same time, children are among the most vulnerable users of the transportation system. “Safe routes to school” (SRTS or SR2S) is an approach for making it safer and easier for children to walk and bike to school. Creating safe routes typically involves both physical and non-physical improvements. The SRTS approach has gained prominence in recent years as a way of addressing multiple concerns: traffic safety, physical inactivity and obesity among children, and traffic congestion in school areas at the start and end of the school day.

Potential SRTS projects and programs are as varied as the problems they try to address and the communities they are designed to serve. The projects and programs may be categorized under the “four E’s” — engineering, enforcement, education and encouragement — and primarily include the following types of improvements:

- **Infrastructure projects** such as new sidewalks, traffic-calming measures and street-crossing enhancements.
- **Operational improvements**, such as adjustments to the timing of traffic signals, and the posting of school crossing guards.
- **Law-enforcement efforts** aimed at unsafe drivers, cyclists and pedestrians.

- **Educational activities and campaigns** such as traffic-smarts training on the rules of the road, “bike rodeos,” bike “skills drills” clinics and other types of traffic safety education aimed at school children; and workshops for parents on such topics as traffic safety and personal security for pedestrians and cyclists, and the logistics of walking and biking to school.
- **Promotional or encouragement activities and campaigns** such as “walking school buses” and “bike trains” (in which children walk or bike to school in a group, escorted by parents or guardians); and “walk and roll to school” days, supported with special activities and incentives.



SRTS projects and programs are usually developed and implemented through a collaborative planning process that includes school administrators and teachers, students and their parents, the local police department, and staff at local public agencies such as the planning and public works departments. The involvement of municipalities is essential when projects in the public right-of-way are involved. Steps in an SRTS planning process for a particular school typically include:

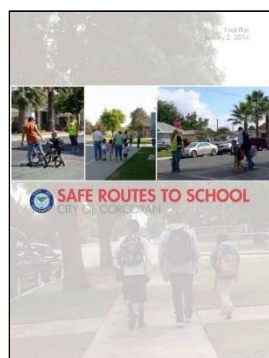
- Organizing a task force of relevant interested parties.
- Conducting walk and bike audits to examine in detail the access characteristics and the state of transportation facilities along popular commute routes to school and in the immediate school area: walkways and bikeways, gaps and barriers, crossing patterns, crosswalks, intersections, traffic

controls, lighting, signage, traffic speeds and collision data.

- Identifying and prioritizing specific issues and areas of concern to be addressed.
- Identifying and prioritizing specific projects and programs to address the problems and concerns identified earlier.
- Identifying costs, potential funding sources, responsible parties and implementation timeline for each improvement project and program; also, for capital projects, developing preliminary plans and designs to assess a project’s complexity and cost.

Safe Routes to School Plans

SRTS projects and programs are most often developed at the level of individual schools. Some municipalities have gone further, often in partnership with local school districts, by preparing jurisdiction-wide SRTS plans that consider improvements and enhancements to serve all public schools in a municipality, and incorporating recommended improvements in the public right-of-way. Two examples of jurisdiction-wide SRTS plans in Kings County include the Corcoran Safe Routes to School Plan, adopted in 2014, and Avenal’s Active Transportation and Safe Routes to School Plan, adopted in 2016.



Corcoran’s plan summarizes key needs, challenges and concerns around each of the five public schools in the city, and identifies a network of “major school routes.” The plan then recommends engineering as well as educational and encouragement strategies

to improve conditions for children who walk and bike to school. The plan’s recommendations, to be implemented variously by the City of Corcoran and the Corcoran Unified School District, include:

- Closure of sidewalk gaps near schools.
- Crossing enhancements and street lighting along key school routes.
- Restriped bike lanes and new bikeways connecting schools to residential areas.
- Traffic-calming measures in school zones.
- Enhanced traffic enforcement around schools.
- Crossing guards at additional locations.
- School-specific maps of walking and biking routes.
- Promotional or encouragement events, such as walk and bike to school days.

The Avenal plan is intended to guide the development of bicycle, pedestrian, SRTS and trail facilities throughout the city. In addition, the plan includes an extensive list of policies and actions under eight goal areas: General Plan consistency; implementation; design; maintenance; education and encouragement programs; safe routes to school; safety and law enforcement; and monitoring and evaluation. The SRTS recommendations in the Avenal plan are similar to those in the Corcoran plan. These plans, including their recommendations, are described in more detail earlier in this document, in the respective “Existing Conditions” chapters. Both plans may serve as models for the development of SRTS plans by the other KCAG member agencies.

Access improvements for people with disabilities

Accommodating people with disabilities should be a primary objective of any newly planned pedestrian facility. Wheelchair users and other persons with disabilities are particularly sensitive to conditions of the public right-of-way. Also, facilities that accommodate the disabled improve the walking experience for all. Curb ramps, for example, are helpful to parents with strollers, delivery persons pushing carts and children on bicycles; wide walkways allow people to stroll side-by-side and to pass others; and smooth surfaces reduce the risk of people tripping, a hazard particularly for seniors.

The access needs of people with mobility and cognitive mobility impairments are recognized by Title II of the Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973, landmark pieces of legislation that require that public facilities be accessible to persons with disabilities. Court decisions have ruled that this protection extends to walkways. As one result, cities, counties and other government agencies now routinely include curb ramps in all new sidewalk construction and have undertaken programs to retrofit existing sidewalks that do not have curb ramps.

Americans with Disabilities Act

The federal Americans with Disabilities Act (ADA), signed into law in July 1990, generally prohibits discrimination based on disability. Public rights-of-way and facilities are required to be accessible to persons with disabilities under Title II of the ADA and section 504 of the Rehabilitation Act of 1973. Using these laws, disability advocates have challenged public agencies on the accessibility of public rights-of-way. In the pioneering case of *Barden v. Sacramento*, a circuit court of appeals ruled that sidewalks are a “program” under the ADA and must be made accessible to persons with disabilities. (The defendant in that case, the City of Sacramento, settled the lawsuit in 2003 by assigning 20 percent of its annual transportation fund for the following 30 years to improve sidewalks, crosswalks and curb ramps.)



ADA guidelines for public rights-of-way

Developing guidelines to implement the ADA is the responsibility of the U.S. Access Board, an independent federal agency. The board’s guidelines

are not requirements; rather, they are the basis for standards issued by other federal agencies and used to enforce the law. (In this way, ADA guidelines are similar to model building codes.) Standards for most ADA-covered facilities are issued and enforced by the U.S. Department of Justice (DOJ), with the exception of certain transportation facilities, which are subject to standards issued by the Department of Transportation (DOT).

Among other topics, the Access Board's guidelines address disabled access to elements commonly found in public rights-of-way, including sidewalks, crosswalks, curb ramps and street furnishings. Chapters 2-4 of the guidelines are of particular relevance, as they cover the design of pedestrian access routes, pedestrian crossings, curb ramps and "blended transitions," accessible pedestrian signals, "protruding objects," pedestrian signs, street furniture, bus stops, on-street parking and detectable warning surfaces, among other elements. The guidelines provide valuable direction to local agencies on the design of accessible public rights-of-way. The Federal Highway Administration (FHWA), the agency responsible for ensuring ADA compliance in the public right-of-way, has adopted the guidelines as "currently recommended best practices."

ADA Transition Plans

In response to requirements under the ADA, many cities and counties develop ADA Transition Plans. These plans identify physical barriers in municipal buildings, facilities, programs, activities and rights-of-way (such as sidewalks), and outline ways to ensure that these are fully accessible to individuals with disabilities. In Kings County, the County and the cities of Hanford and Lemoore have developed ADA Transition Plans. The City of Hanford adopted its plan in 2011, the City of Lemoore in 2013 and Kings County in 2016. These plans are described earlier in this document, in the respective "Existing Conditions" chapters.

Hanford's Transition Plan determined to prioritize sidewalk and curb ramp repairs in the following order, based on the types of facilities or areas they would serve: 1. government offices and facilities; 2.

bus stops and transportation facilities; 3. places of public accommodation such as commercial and business areas; 4. facilities containing employers; 5. other areas such as residential neighborhoods and underdeveloped regions of the City. The City established a 20-year timeframe to remove barriers in the public right-of-way.

The County's plan evaluated almost 200 sidewalk stretches around the county and estimated a total cost of \$9.4 million to mitigate barriers at these locations. It also evaluated the lack of curb ramps at approximately 200 intersections, with a total mitigation cost of half a million dollars, and the lack of pedestrian signals at seven intersections, with a mitigation cost of \$21,000. The plan provides an implementation schedule for these improvements, giving priority to pedestrian routes that serve government facilities (including schools and parks), downtowns, transit stops, places of public accommodation and places of employment.

Because the majority of services provided to the public occur within buildings and parks, Lemoore's plan determined to prioritize the mitigation of barriers in facilities ahead of those in the right-of-way. Moreover, the plan determined that barriers in the right-of-way will be removed mainly when repairs are performed on the adjacent roadway; and that barriers will be mitigated in the following order: 1. adjacent to City buildings and parks; 2. within commercial and professional zones; 3. adjacent to schools; 4. within residential zones; 5. within industrial zones.

A related planning effort is the "ADA Transit Design Standards Manual" developed by the Kings County Area Public Transit Agency (KCAPTA). The manual provides the agency with guidance on the accessible design of transit facilities such as bus boarding and alighting areas, bus shelters, pedestrian access routes (including sidewalks, street crossings, curb ramps and pedestrian signals) and wayfinding.

Proposed improvements

6.2 | Avenal

The City of Avenal completed its own bicycle and pedestrian plan in 2016. Called the Avenal Active Transportation and Safe Routes to School Plan, it designates a citywide network of bikeways and proposes numerous bicycle and pedestrian improvement projects, both location-specific and citywide. Because the Avenal plan is recent, detailed at a local level and specific to the city, the recommendations from that plan have been adopted here.

Bicycle improvements

The bikeway network in the Avenal plan is based on the earlier networks for Avenal included in the 2011 Regional Bicycle Plan and the 2014 Regional Transportation Plan. However, the new network is more extensive, as it includes bikeways “to other key destinations beyond the city’s urbanized area such as the Kettleman Hills, the Sports Complex, the Sand Drags and future industrial areas.”

The recommended network totals approximately 29 miles in length, and consists of facilities of various classifications: bike lanes, bike routes, multi-use paths and “touring” bikeways (see the box on this page for the definition of touring bikeways). On the following pages are a map of the network and a table listing the proposed bikeway segments. In the

table, the segments are organized by bikeway classification and, generally, by north–south streets followed by east–west streets. Some of the segments do not appear on the map here, as the map covers only the urbanized area of Avenal. The bikeways in the non-urbanized area are shown in Figure 4-3 of the Avenal Active Transportation and Safe Routes to School Plan.

Touring bikeways

In addition to the four main bikeway types described above, the network includes a few segments of touring bikeways. “Touring” is not a standard bikeway designation. The 2011 Bicycle Plan, which used this term, describes them as “...streets, county roads, and state highways which cannot be given a formal designation (i.e. Class I, II, or III) because of cost or liability concerns but are used as a primary cycling route by more experienced (and typically long-distance) cyclists. These roads are often narrow, without shoulders, or carry high speed traffic and/or heavy traffic volumes. These streets do not provide the level of protection or comfort necessary for the casual, less experienced cyclists. Therefore, a touring roadway is one on which only experienced cyclists should ride.”

Figure 6.2.1 | Recommended Avenal bikeway network

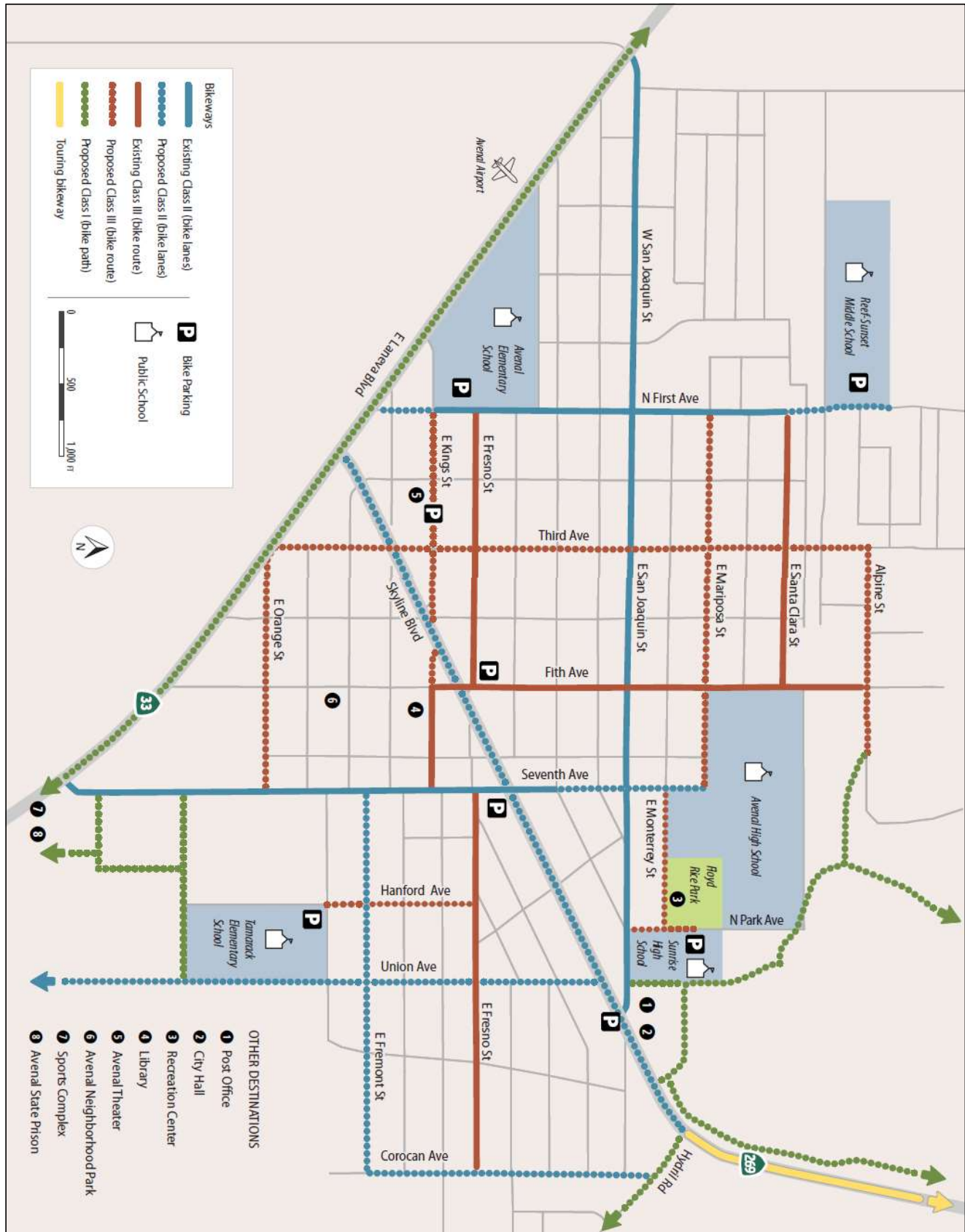


Table 6.2.1 | Proposed Avenal bikeways

<i>Street / road / route</i>	<i>From</i>	<i>To</i>
Multi-use paths / trails		
Northern hillside	W. of Skyline Blvd. (Hwy. 269); see map for alignment	
Horse Canyon	E. of Villa Esperanza (E. of 5 th Ave.); See map for alignment	
Big Tar Canyon Rd.	Salem Ave.	Sports Complex
Hydril Rd.	Skyline Blvd. (Hwy. 269)	W. side of Avenal City Office
Behind Sunrise H.S.	See map for alignment	
Laneva Blvd. (Hwy. 33)	Western city limit	Avenal State Prison
Btwn. Tamarack E.S. and Salem Ave.	Various short segments; see map for alignments	
Salem Ave.	E. of Laneva Blvd. (Hwy. 33)	Big Tar Canyon Rd.
Salem–Big Tar Canyon connector	Salem Ave.	Big Tar Canyon Rd.
Bike lanes (Class II)		
1 st Ave.	N. side of Reef-Sunset M.S.	Santa Clara St.
1 st Ave.	Kings St.	Laneva Blvd. (Hwy. 33)
7 th Ave	Mariposa St.	Merced St.
Union Ave.	Skyline Blvd. (Hwy. 269)	Salem Ave.
Corcoran Ave. ^a	Hydril Rd.	Fremont St.
Ave. 36	Hydril Rd.	Salem Ave.
Fremont St.	7 th Ave.	Corcoran Ave.
Hydril Rd.	W. side of Avenal City Office	Ave. 36
Salem Ave.	Big Tar Canyon Rd.	Ave. 36
San Joaquin St. ^b	Laneva Blvd. (Hwy. 33)	Skyline Blvd. (Hwy. 269)
Skyline Blvd. (Hwy. 269) ^c	Laneva Blvd. (Hwy. 33)	Hydril Rd.
Bike routes (Class III)		
3 rd Ave.	Alpine St.	Laneva Blvd. (Hwy. 33) / Orange St.
Park Ave.	N. of Monterey St.	San Joaquin St.
Hanford Ave.	Fresno St.	N. side of Tamarack Elem. School
Alpine St.	3 rd Ave.	E. of Villa Esperanza (E. of 5 th Ave.)
Mariposa St.	1 st Ave.	7 th Ave.
Monterey St.	7 th Ave.	Park Ave.
Kings St.	1 st Ave.	Skyline Blvd. (Hwy. 269)
Kings St.	Skyline Blvd. (Hwy. 269)	5 th Ave.
Orange St.	3 rd Ave.	7 th Ave.

^a Currently, this segment is an existing bike route (Class III) and is shown as such on the map here. The Avenal plan proposes bike lanes (Class II) for this segment.

- ^b Currently, San Joaquin Street has conventional bike lanes (Class II) and the street is shown as such on the map here. The Avenal Active Transportation and Safe Routes to School Plan recommends considering buffered bike lanes, which are separated from the adjacent travel or parking lane by a painted buffer space.
- ^c Currently, this segment is considered a touring bikeway only. However, the Avenal plan states that “bicycle facilities like bike lanes, signage, and crossings should be provided along Skyline Boulevard because the street runs throughout the entire urbanized area [from Laneva Boulevard to Hydril Road] and provides connections to various activity centers and the regional bus service.”

The Avenal plan states that the existing bikeway network is “in need of improvement. Some of the bikeways are faded and lack adequate signage and stencil markings that indicate the striping is for bike use.” The Avenal plan makes the following operational and maintenance recommendations for the network facilities:

- Appropriate signage and markings such as sharrows and “bike lane” stencils at periodic intervals on both sides of the road.
- Separation between on-street parking and bike lanes to prevent “doorings,” by stenciling door-zone marks or, if the bike lane is too narrow, by installing “no parking” signs.
- Possibly, upgrading of the bike lanes on San Joaquin Street to buffered bike lanes, which are separated from the adjacent travel or parking lane by a painted buffer space.
- Bicycle detection loops and stencils at the intersection of Skyline Boulevard (Highway 269) and Seventh Avenue.
- Bicycle crossing warning signs at the intersections of Skyline Boulevard (Highway 269) with Kings and Fresno Streets.
- Repair of roads that have uneven, cracked or potholed surface conditions, especially on roads with existing or planned bikeways.
- Program for the routine maintenance of bikeways (and walkways), including regular sweeping, pavement repairs, restriping of crosswalks and trimming of vegetation.

Lastly, regarding bicycle parking, the Avenal plan proposes short-term parking racks at every park; at schools without existing bicycle parking, including Avenal High School; in front of businesses or activity centers along Skyline Boulevard and Kings Street; and at the future Avenal transit hub. The plan

also recommends that long-term bicycle parking and shower facilities be considered for large recreational facilities and other destinations outside of the urbanized area. Floyd Rice Park is slated to receive bicycle parking to supplement a proposed bike path connecting the park and Avenal High School.

Pedestrian improvements

The Avenal Active Transportation and Safe Routes to School Plan recommends the following pedestrian improvements. These are described in more detail in Chapter 4 of that plan. The main physical recommendations are illustrated in Figure 6.2.2.

Crosswalks

- High-visibility crosswalks at every leg of various intersections along five high-traffic streets: Skyline Boulevard, San Joaquin Street and First, Seventh and Hanford Avenues; and also at the intersection of Mariposa Street and Fifth Avenue.
- Standard marked crosswalks at every leg of various intersections along Third Avenue in particular but also along A, Second, Fifth and Sixth Avenues.
- Standard marked crosswalks along other popular walking routes to school, including Stanislaus, Merced, Madera, Fresno, Kings, Whitney, Shasta, Fremont, Kern, Sonoma, Santa Clara, Mariposa, and Monterey Streets.
- Flashing pedestrian-crossing beacons and/or in-pavement lighting near schools, including on Kern Street at Seventh and Hanford Avenues and on Union Avenue at Kern Street (near Tamarack Elementary School); and on First Avenue at Sonoma Street (at Reef-Sunset Middle School). Also, the City is planning to install a flashing beacon on Seventh Avenue at Monterey Street.

- City policy to install marked crosswalks at all controlled intersections.
- Four-way stops at Kings Street/Second Avenue; Hanford Avenue/Fremont Street; Seventh Avenue at Kern/Ventura Streets and at Fresno Street; and Union Avenue at Kern and Fremont Streets.

Sidewalks

- Continuous sidewalks along Laneva Boulevard (Highway 33) and on east-west street segments connecting to it.
- Sidewalk widenings around schools, and continuous sidewalks on Fresno Street near Avenal Elementary School.
- Sidewalk and curb-ramp audit for the entire city to identify locations that need to be updated to meet minimum requirements.
- Repair of cracked sidewalks and upgrading of curb ramps that are identified in the audit, prioritizing locations around key destinations.

Safe Routes to School

- Speed bumps or speed tables around school sites to calm traffic.
- Reconfigured parking (currently angled) on First Avenue and Fresno Street at Avenal Elementary School.
- Speed trailers along high-traffic streets, including San Joaquin Street, Skyline Boulevard and First, Seventh and Hanford Avenues.
- “School zone” signs around schools.
- Signs or pavement markings designating student drop-off/pick-up areas.
- Educational and promotional events to inform students about traffic safety and to promote walking and biking (for example, a Walk-and-Roll to School Day).
- Safe Routes to School map that identifies school zones and walking zones.
- Crossing guards at every elementary and middle school at key crosswalks and during drop-off and pick-up times.
- “Walking school bus” program, which enables students to walk together to school in a group, led by adults.

Streetscaping / traffic calming

- Streetscape improvements along the urbanized stretch of Skyline Boulevard, between Laneva Boulevard (Highway 33) and Hydril Road.
- Reconfigured traffic median on Skyline Boulevard (Highway 269) between Central and Fifth Avenues to include landscaping and/or a pedestrian crossing island.
- Traffic-calming features at the intersections of Skyline Boulevard (Highway 269) with Hydril Road, San Joaquin Street and Sixth, Fifth and Fourth Avenues. Also, the City is planning to install bulb-outs (curb extensions) at the intersections of Skyline with 5th and 7th Avenues.
- Curb extensions, landscaped traffic islands and other features to reduce excess pavement on San Joaquin Street at Central Avenue/Stanslaus Street and at Merced Street; and on Fresno Street at Valley Street/Hanford Avenue.

Other recommendations

- Citywide sidewalk lighting program, especially around downtown, schools and other high-activity areas.
- Program to maintain and improve the public alleyways located between the back sides of homes, particularly to serve as routes for school students.
- Periodic temporary closure of Kings Street for community events.
- Program for the routine maintenance of walkways (and bikeways), including regular sweeping, pavement repairs, restriping of crosswalks and trimming of vegetation.
- City policy to require that future development around Tamarack Elementary and Reef-Sunset Middle Schools provide streets with adequate walking and biking connectivity to the schools.

Figure 6.2.2 | Recommended Avenal pedestrian improvements*Source: Avenal Active Transportation and Safe Routes to School Plan*

Proposed improvements

6.3 | Corcoran

Bicycle improvements

The City of Corcoran does not have its own bicycle master plan. Instead, the bikeway network recommended here for Corcoran reflects the network that appears in the Corcoran Safe Routes to School (SRTS) Plan from 2014.

The objective of the Corcoran SRTS Plan is to improve traffic safety near schools, particularly for children who walk and bike to school. The plan summarizes key needs, challenges and concerns around each of the five public schools in the city, and identifies a network of major school routes. The plan then recommends physical improvements as well as educational and encouragement strategies to improve conditions. One of the recommendations is for “a comprehensive bike network to connect major destinations, especially schools, to neighborhoods.”



The bikeway map in the SRTS Plan (Figure 3-5 in that plan) is based on the map developed earlier for Corcoran as part of the 2011 Kings County Regional Bicycle Plan. The SRTS Plan refined that earlier map by inserting a few additional bikeway segments to fill in gaps and extend bikeways to the city limits so as to create a more complete network.

The recommended bikeway network for Corcoran is shown on the map on the next page. With one minor exception, the network is the same as the one in the SRTS Plan. (The exception is that the SRTS Plan shows the bikeway on Orange Avenue beginning just east of Benrus Avenue; this plan has the bikeway beginning at 7th Avenue, at the western city limits.) Following the map is a table that lists the proposed bikeway segments, organized by north-south and east-west roadways. The street length of the network is approximately 18 miles.

The 2011 Regional Bicycle Plan classified all the Corcoran bikeways (both the existing and planned ones) as Class III, meaning bike routes. The 2014 SRTS Plan did not assign classifications to the bikeways. Instead, the SRTS explained that the classification of “the planned/recommended bikeways [is] subject to change due to existing conditions, for instance limited rights-of-way.”

In addition to the map of the bikeway network, the SRTS Plan included a couple of recommendations regarding maintenance and design of the network. According to the SRTS Plan, “...the existing bicycle network has gaps and faded striping. The City should prioritize repainting the existing striping because it can be a cost effective project to increase the visibility of bicyclists to drivers and can be implemented immediately without extensive study or engineering. Where rights-of-way are available, the City should consider installing separated bike paths that are buffered from traffic to provide a safer bike route for children who do not have experience biking alongside traffic.”

Figure 6.3.1 | Corcoran bikeway network



Table 6.3.1 | Proposed Corcoran bikeways

<i>Street / road</i>	<i>From</i>	<i>To</i>
<i>Proposed, north-south</i>		
6 ½ Ave.	Orange Ave.	Oregon Ave.
6 th (Dairy) Ave.	Niles Ave.	North Ave.
6 th (Dairy) Ave.	Oregon Ave.	Pueblo Ave.
Letts Ave.	North Ave.	Patterson Ave.
Otis Ave.	Orange Ave.	Patterson Ave.
Chittenden Ave.	Otis Ave.	Sherman Ave.
King (5 ¼) Ave.	Bainum Ave.	Corcoran State Prison
<i>Proposed, east-west</i>		
Orange Ave.	7 th Ave.*	Otis Ave.
North Ave.	7 th Ave.	Otis Ave.
Patterson Ave.	6 ½ Ave.	Letts Ave.
Whitley Ave.	7 th Ave.	East city limit
Sherman Ave.	7 th Ave.	6 th (Dairy) Ave.
Sherman Ave.	Flory Ave.	Otis Ave.
Oregon Ave.	6 ½ Ave.	King (5 ¼) Ave.

* The SRTS Plan shows this bikeway as beginning just east of Benrus Avenue.

Pedestrian improvements

The City of Corcoran does not have a pedestrian master plan. Instead, the recommendations in this section for pedestrian improvements are taken from the Corcoran SRTS Plan. (See the section on bicycle improvements earlier in this chapter for more information about the SRTS Plan.)

The SRTS Plan focuses on walking (and biking) to school and is not a citywide plan. Still, it is fairly safe to assume that the plan addresses most of Corcoran's key pedestrian needs, for several reasons:

- Much of the walking activity in Corcoran consists of children walking to and from school.
- Children, especially the younger ones, are among the most vulnerable users of streets and roads.
- The engineering recommendations in the SRTS Plan for new sidewalks and improved street

crossings would benefit *all* pedestrians, not only school children.

- The five public schools are all located in the central part of the city. This is where most people live and where many other key destinations are located. This means that the SRTS Plan covers the same area where most walking in Corcoran—regardless of purpose—takes place.

The SRTS Plan recommends a variety of engineering improvements. The main ones—and the ones that are location-specific—are (i) new sidewalks to fill gaps and (ii) improved street crossings.

Sidewalk improvements

The sidewalks around the schools in Corcoran are discontinuous. (Figure 2-1 of the SRTS Plan shows where the sidewalk gaps occur.) The SRTS plan recommends that the City and the School District work together to fill the sidewalk gaps, with priority

generally given to Dairy Avenue, Letts Avenue and other street segments within ¼ mile of the schools. These gaps are referred to as “Priority I” sidewalk gap improvements in the SRTS Plan. It is worth noting that attendees of the community workshop held on May 1, 2018, at the Corcoran City Council Chambers, confirmed the importance of filling in these sidewalk gaps.

The table below lists the street segments where the Priority I gap improvements are found. Most of these street segments have some existing sidewalk but they are separated by multiple gaps, sometimes on just one side of the street and sometimes on both. The maps on the following pages show the locations of sidewalk gaps around the schools. The Priority I gaps are shown in dark pink-red.

The SRTS Plan explains that “new sidewalk segments should follow standard practice for sidewalk design: 4 to 6 feet in width, with a buffer, preferably planted strips, between the sidewalk and the road, if possible.” The plan also states that all sidewalk surfaces must meet ADA standards by having “a continuous surface that is not interrupted by steps or abrupt changes in grade” and a slip-resistant surface.

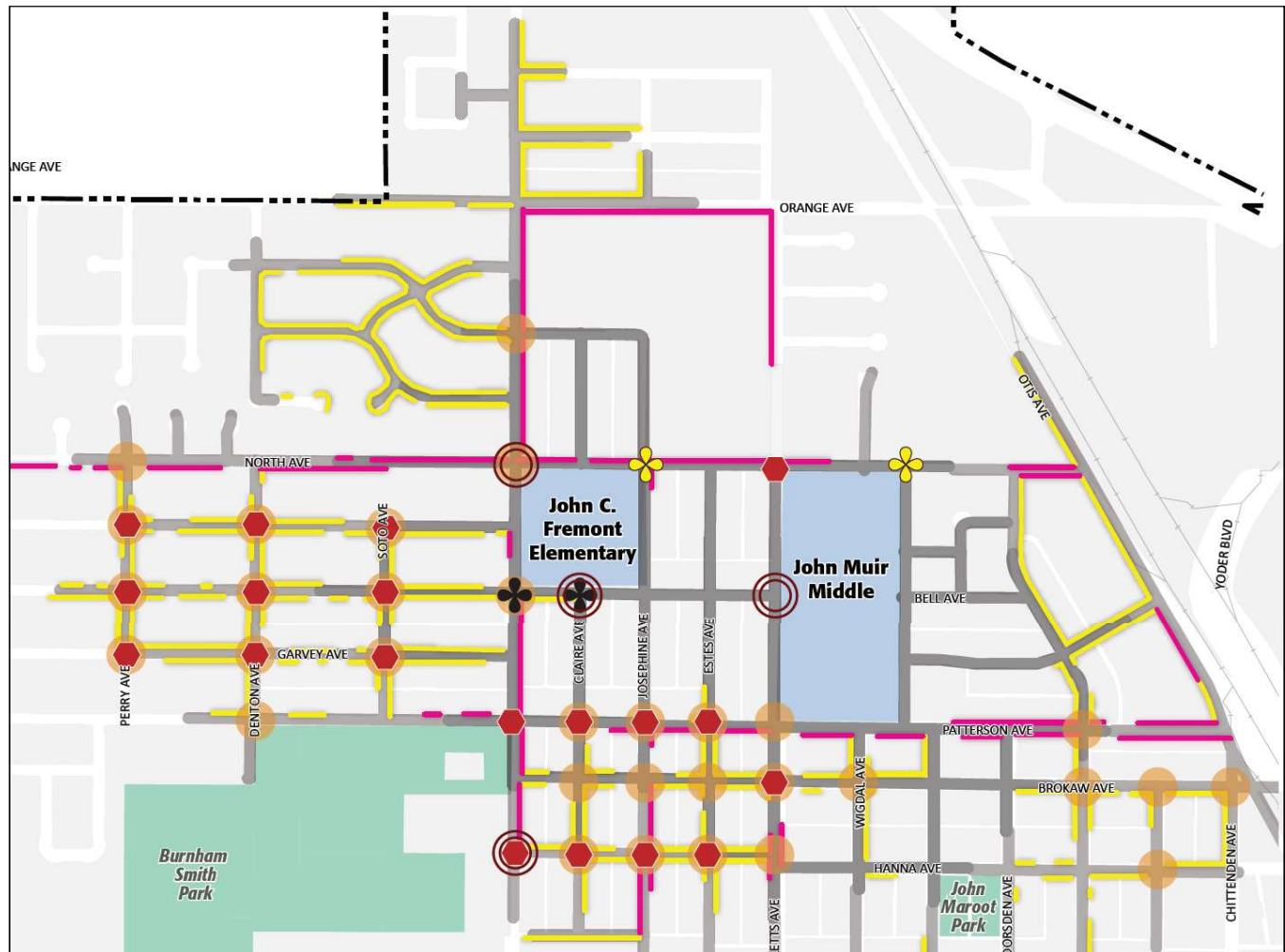
Table 6.3.2 | Street segments with Priority I sidewalk gaps

<i>Street / road</i>	<i>From</i>	<i>To</i>
North-south streets		
Dairy Ave.	Orange Ave.	Whitley Ave.
Dairy Ave.	Bainum Ave.	Oregon Ave.
Josephine Ave.	North Ave.	S. of North Ave.
Josephine Ave.	Patterson Ave.	S. of Hanna Ave.
Letts Ave.	Orange Ave.	S. of Aurand Ct.
Letts Ave.	N. of Hanna Ave.	S. of Hanna Ave.
Letts Ave.	Jepsen Ave.	Oregon Ave.
Otis Ave.	Cardoza Ave.	N. of Patterson Ave.
East-west streets		
Orange Ave.	Dairy Ave.	Letts Ave.
North Ave.	W. of Rickover Ct.*	John Muir M.S.
North Ave.	Norboe Ave.	Otis Ave.

Patterson Ave.	E. of Soto Ave.	Otis Ave.
Whitley Ave.	W. of Denton Ave.	Dairy Ave.
Sherman Ave.	W. of 1 st St.*	Dairy Ave.
Sherman Ave.	Estes Ave.	Kings Ave.
Bainum Ave.	Dairy Ave.	Norboe Ave.
Oregon Ave.	Dairy Ave.	Mark Twain E.S.

* North and Sherman Avenues are cut off on the maps in the SRTS Plan, so it is unclear exactly where the sidewalk gaps on these streets begin.

Figure 6.3.2 | Recommended pedestrian improvements around John C. Fremont Elementary and John Muir Middle Schools (source: Corcoran Safe Routes to School Plan)



Legend

— Priority I Sidewalk Improvements	School Walk Zone
— Priority II Sidewalk Improvements	 0 to 1/4 mi Walking Distance
◆ Proposed 2-way or 4-way Stop Signs	 1/4 to 1/2 mi Walking Distance
● Curb Ramp and Crosswalk Improvements	 Schools
⬤ Proposed Pedestrian Activated Crossing	 Existing Parks
✖ Existing Crossing Guard Locations	 City Limit
	 Sphere of Influence

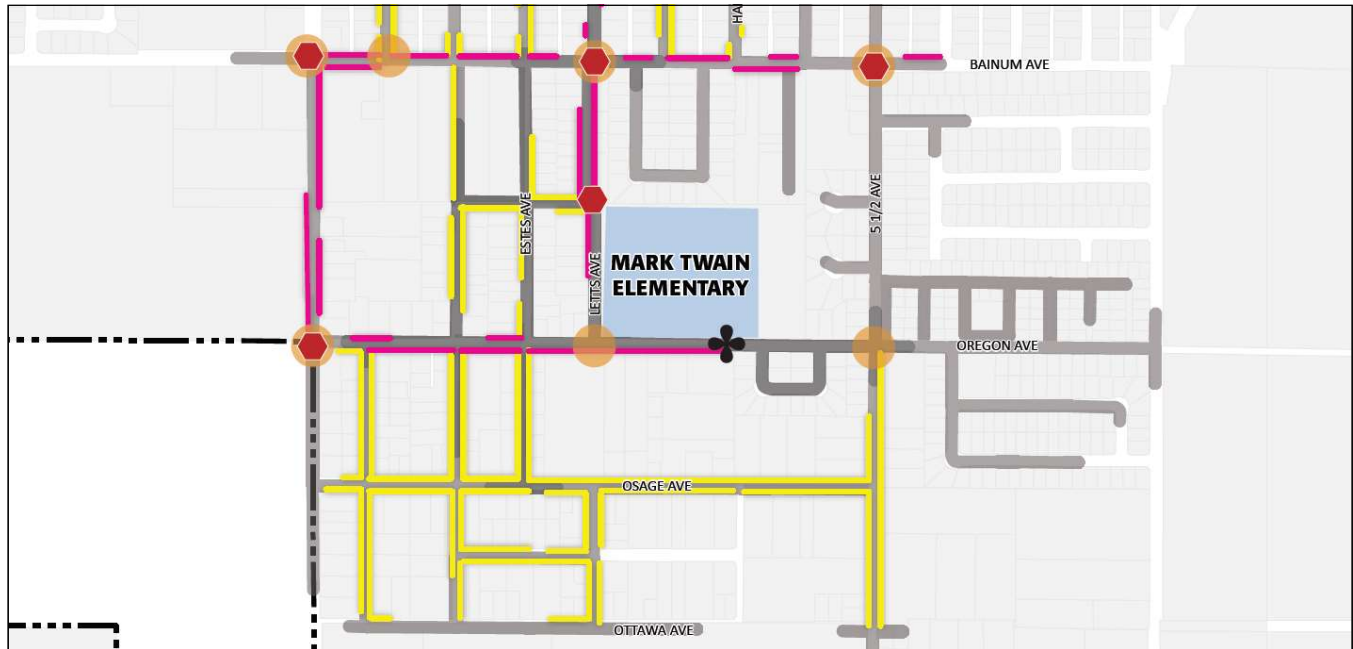
Figure 6.3.3 | Recommended pedestrian improvements around Bret Harte Elementary and Corcoran High Schools (source: Corcoran Safe Routes to School Plan)



Legend

	Priority I Sidewalk Improvements		Schools
	Priority II Sidewalk Improvements		Existing Parks
	Proposed 2-way or 4-way Stop Signs		City Limit
	Curb Ramp and Crosswalk Improvements		Sphere of Influence
	Proposed Pedestrian Activated Crossing		
	Existing Crossing Guard Locations		
			0 to 1/4 mi Walking Distance
			1/4 to 1/2 mi Walking Distance

Figure 6.3.4 | Recommended pedestrian improvements around Mark Twain Elementary School
 (source: Corcoran Safe Routes to School Plan)



Legend

	Priority I Sidewalk Improvements		Schools
	Priority II Sidewalk Improvements		Existing Parks
	Proposed 2-way or 4-way Stop Signs		City Limit
	Curb Ramp and Crosswalk Improvements		Sphere of Influence
	Proposed Pedestrian Activated Crossing		
	Existing Crossing Guard Locations		
			0 to 1/4 mi Walking Distance
			1/4 to 1/2 mi Walking Distance
			School Walk Zone

Crossing improvements

The main roads in Corcoran are difficult for pedestrians to cross. Most of these roads are wide, with fast, heavy traffic during peak hours; they do not provide proper crosswalks, and stop signs are generally found only on the minor cross streets. To address these challenges, the SRTS Plan proposes crosswalk improvements throughout the plan area. The main recommendations, which are shown on the map on the next page, are:

- Four-way stop signs and crosswalks at three unsignalized intersections along Dairy Avenue—at Patterson, Bainum and Oregon Avenues—if justified by an engineering study.
- Four-way stop signs and crosswalks at four unsignalized intersections along Letts Avenue—at Orange, North, Hall and Bainum Avenues—again, if justified by an engineering study.
- Crosswalk enhancements at ten intersections without traffic signals or stop signs along Dairy Avenue: from north to south, at Gable, North, Bell, Hanna and Whitley Avenues; midway between Whitley and Sherman Avenues; and at Sherman, Stanley, Bainum and Oregon Avenues.
- Crosswalk enhancements at 11 intersections without traffic signals or stop signs along Letts Avenue: from north to south, at Bell, Patterson, Brokaw, Hanna, Whitley, Jepsen, Hall, Sherman, Stanley, Bainum and Oregon Avenues.

The SRTS Plan lists the following types of potential crosswalk enhancements:

- Overhead signs and flashing beacons that hang from a mast arm extending over the street.
- Raised crosswalks, which extend the sidewalk across the road and bring cars up to the level of pedestrians. These crosswalks slow traffic, improving visibility of pedestrians and do away with the need for curb ramps.
- Pedestrian-activated in-pavement lighted crosswalks accompanied by flashing signs.
- Pedestrian-actuated signals, along with crosswalk signs, at uncontrolled intersection crossings or at crosswalks where pedestrians need greater visibility. (These signals are push buttons that cause a crosswalk light or traffic signal to turn.)

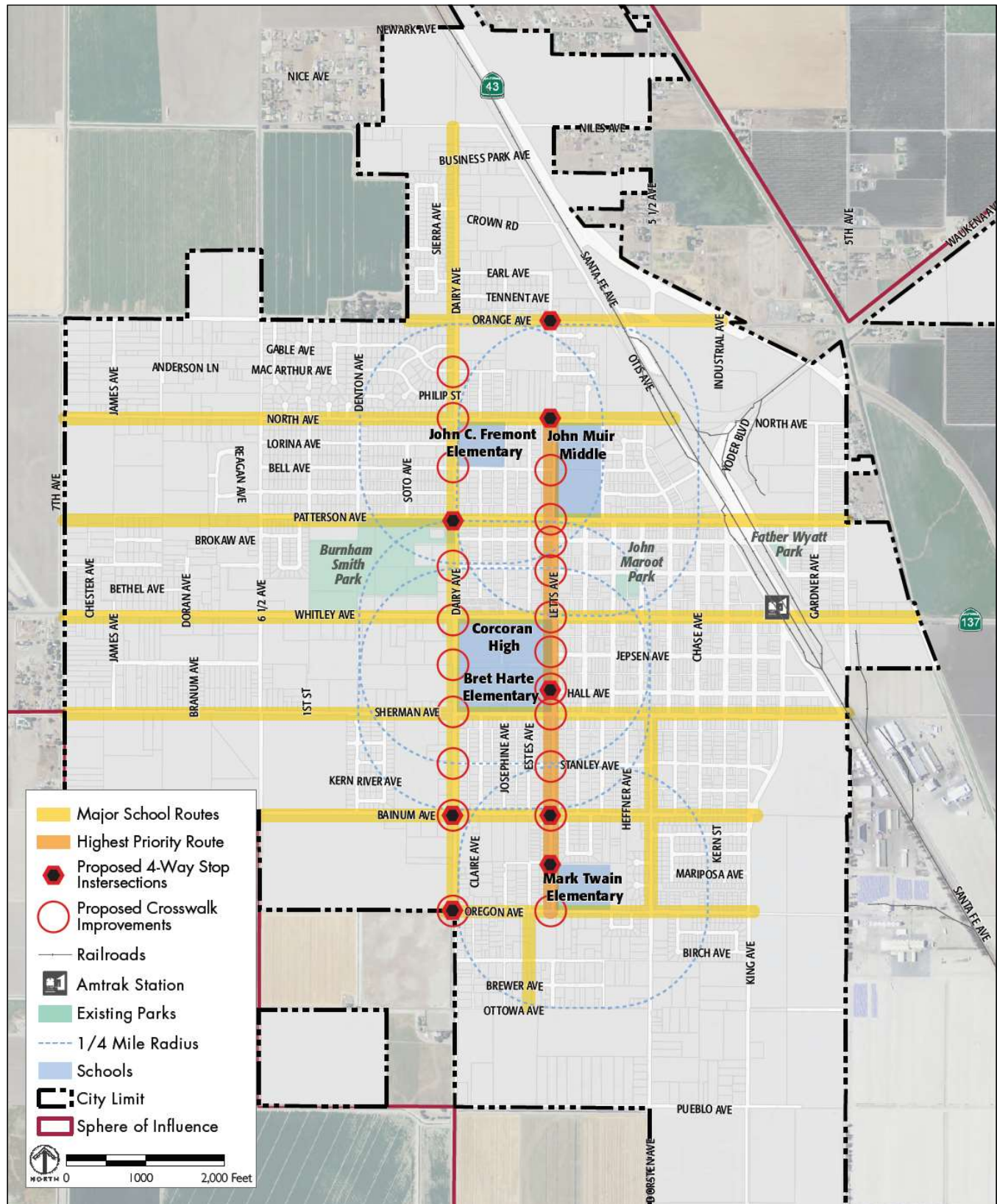
Other improvements

Other recommended engineering improvements in the SRTS Plan include:

- New crossing curb ramps and upgraded ones to meet ADA standards, particularly within school zones and along the major school routes.
- Pedestrian-scaled lighting along the major school routes.

The SRTS Plan also recommends that the update to the Corcoran General Plan incorporate traffic-calming measures for streets in school zones, not only along local streets and minor collectors but also along major collectors and arterials.

Figure 6.3.5 | Main recommended crosswalk improvements (source: Corcoran Safe Routes to School Plan)



Proposed improvements

6.4 | Hanford

The Hanford Pedestrian and Bicycle Master Plan was adopted by the City in 2018. The plan designates a citywide network of bikeways and one of pedestrian routes, and recommends or suggests a number of bicycle and pedestrian programs and other improvements. Because the Hanford plan is recent, detailed at a local level and specific to the city, the recommendations here have been taken from that plan.



Bicycle improvements

Recommended bikeway network

Section 3.5 of the Hanford plan proposes a two-stage citywide bikeway network: (i) 2016/initial network, which consists of actions that can be taken in the present, without the need to widen or build a street; and (ii) 2035, with recommendations for the future, once streets are built or widened.. The network—consisting of bike lanes (Class II facilities) and bike routes (Class III)—is based on the earlier networks for Hanford included in the 2011 Regional Bicycle Plan and the 2014 Regional Transportation Plan. However, the new network is more extensive, as it fills in gaps with new links and connections between previously discontinuous or disconnected facilities.

The table below summarizes the mileage of the recommended bicycle network at various stages. As shown in the table, the length of the existing

network is approximate 31 miles, while the 2035 network would extend approximately 140 miles.

Table 6.4.1 | Mileage summary of bikeway network

Facility type	2016 / init'l		2035	Total
	Existing	(planned)	(planned)	
Class II bike lanes	5.69	4.65	40.23	50.57
Class III bike routes	24.87	59.39	5.55	89.81
Totals	30.56	64.04	45.78	140.38

On the following page is a map of the Hanford plan's 2035 network. In addition to bikeways within Hanford proper, the map shows existing and proposed bikeways in unincorporated areas immediately surrounding Hanford. The Hanford plan designates these as 'regional' bikeways. Because these bikeways are in areas under the jurisdiction of the County of Kings, they would need to be implemented by the County rather than by the City of Hanford.

Table 3-9 of the Hanford plan lists all the street segments that make up the network, along with key characteristics, including the street name, start and end points, length in miles, functional street classification (major arterial, arterial, collector or local), bikeway classification (Class II or III); and for existing streets: number of lanes, width of the outside travel lane, width of any bike lane and status of on-street parking. Following the map is a summary of the proposed 2035 network segments, listed according to bikeway classification (Class II or III).

Figure 6.4.1 | Recommended Hanford bikeway network

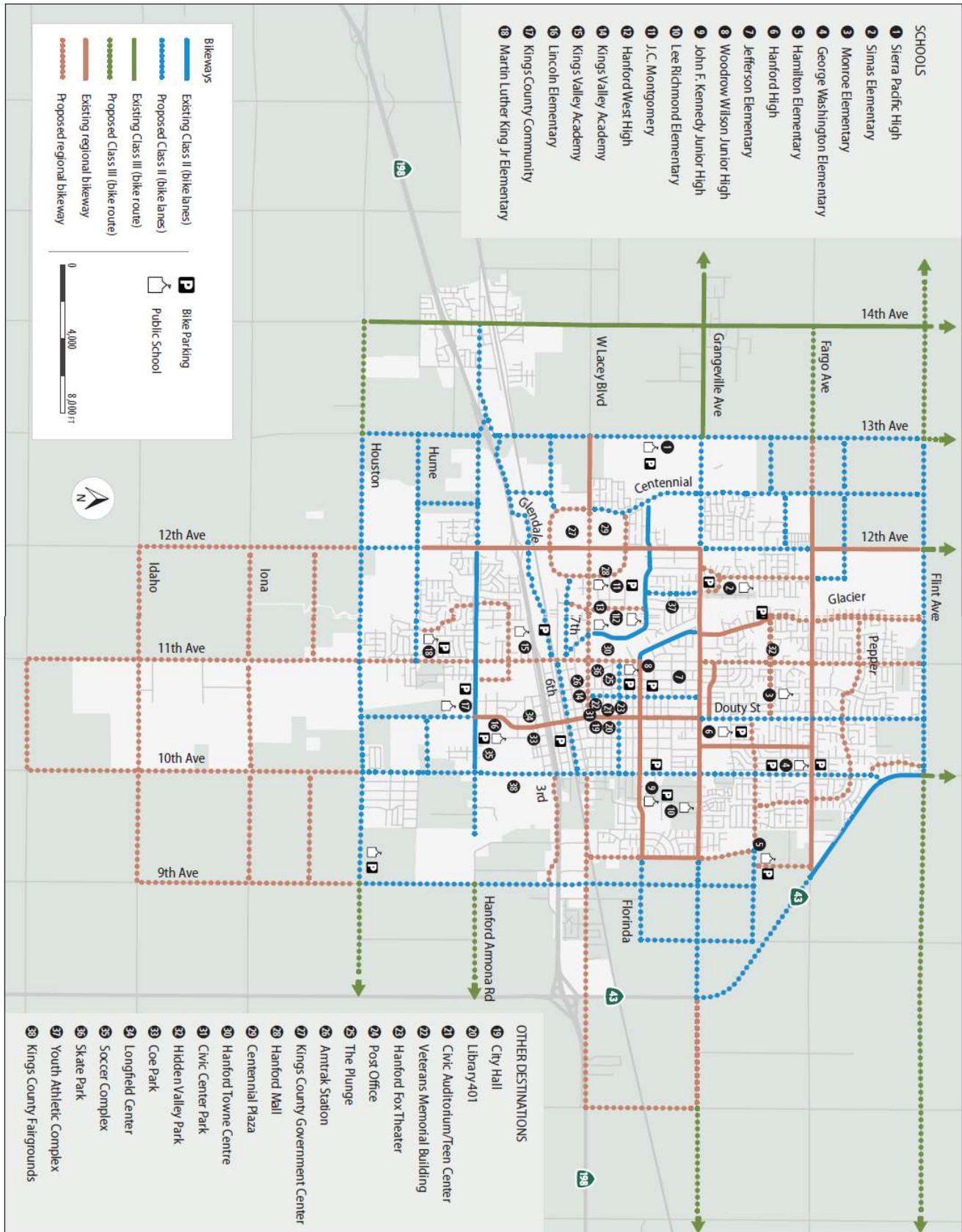


Table 6.4.2 | Proposed Hanford bikeways

<i>Street / road</i>	<i>From</i>	<i>To</i>
<i>Planned bike lanes (Class II)</i>		
13th Ave.	Flint	Houston
Centennial Dr.	Flint	Lacey
12 ½ (Aquifer)	Future street	Hume
12 th Ave.	Hume	Houston
Fitzgerald Ave.	Pepper alignment	Fargo
University Ave.	Grangeville	Greenfield
Redington St.	Grangeville	Lacey
10 ½ Ave. (Douty St.)	Flint	Grangeville
10 ½ Ave. (Irwin St.)	Hanford Armona	Houston
10 th Ave.	Mission	Houston
9 th Ave.	Leland	Houston
8 ½ Ave.	Leland	Florida
Flint Ave.	13 th	Highway 43
Pepper Dr. alignment	13 th	Fitzgerald
Sangiovese St.	Centennial	12 th
Muscat Pl. alignment	13 th	Centennial
Leland Way	9 ¼	8 ½
Grangeville Blvd.	13 th	12 th
Grangeville Blvd.	9 th	8 th (Hwy. 43)
Greenfield Ave.	Centennial	Lacey
Florinda St.	9 ¼	8 ½
Seventh St.	Mall	11 th
Future street west of Target store	13 th	Centennial
Sixth St.	11 th	10 th
Glendale Ave.	13 th	11 th
Hanford Armona Rd.	13 th	Airport entrance
Hume Ave.	13 th	11 th
Orchard Dr. alignment	Douty	10 th
Houston Ave.	13 th	9 th
<i>Planned bike routes (Class III)</i>		
Centennial Dr.	Lacey	12 th
12 th Ave.	Houston	Idaho
Fitzgerald Ave.	Fargo	Grangeville
Campus Dr.	Greenfield	Glendale
11 ½ Ave. / Milpas St. / Echo Ln.	Davis	Hume
Glacier Way	Flint	Cortner
11th Ave.	Flint	Jackson ^a
Williams St. / Jones St.	Davis	Hume
Mission Dr.	Flint	10 th
10 th Ave. (Hwy. 43)	Houston	Jackson

Neill Way	Fargo	Leland
9 ¼ Ave.	Fargo	Lacey
9th Ave.	Houston	Idaho
7th Ave.	Grangeville	Lacey
Pepper Dr. / Aspen St.	Glacier	Encore
Encore Dr.	Aspen	Fargo
Fargo Ave.	13 th	9 ¼
Muscat Pl.	12 th	Fitzgerald
Cortner St.	Glacier	Kensington
Leland Way	Douty	9 ¼
Mustang Dr. / Berkshire Ln.	13 th	Centennial
Grangeville Blvd.	8 th	7 th
Elm St.	Greenfield	11 th
Ivy St.	11 th	10 th
Liberty St.	Centennial	12 th
Kings County Dr.	12 th	Lacey
Mall Dr.	12 th	Lacey
Lacey Blvd.	Centennial	7 th
Garner Ave.	Lacey	7 th
Third St.	10 th	9 th
Davis St.	11 ½	Williams
Hume Ave.	11 th	Jones
Industrial Ave. collector	12 th	9 th
Iona Ave.	12 th	9 th
Idaho Ave.	12 th	9 th
Jackson Ave.	11 th	10 th

^a The Hanford plan proposes converting the existing Class II facility on 11th Ave. from Fargo to Grangeville to Class III by removing the striping and adding signs and sharrows.

Low-volume traffic bikeway loops

In addition to the bikeway network, the Hanford plan identifies four “low volume traffic bikeway loops” — one in each quadrant of the city—as safer alternatives to busy streets and public sidewalks. The map of these loops is shown on the next page. The loops utilize bikeways on streets with low traffic volumes and with speed limits of 35 mph or less. Most intersections along the bikeways are signalized.

The loops, ranging in length from 2.9 miles to 5.2 miles, provide access to schools and parks, and encompass largely residential neighborhoods centered around:

- Fargo Avenue from Glacier Way to Encore Drive/Neill Way (north quadrant).
- The intersection of Grangeville Boulevard and 12th Avenue (east quadrant).
- The intersection of Grangeville Boulevard and 10th Avenue (west quadrant).
- Hanford Armona Road from 11 ½ Ave. to Williams/Jones Sts. (south quadrant).

The loops in the north, west and south quadrants can be implemented on existing streets. The loop in the east quadrant can be developed as the future segments of Centennial Drive and Sangiovese Street are constructed.

Figure 6.4.2 | Low-volume-traffic bikeway loops (source: Hanford Pedestrian and Bicycle Master Plan)



Programs and support facilities

Section 3.6 of the Hanford plan describes a number of programs and support facilities to facilitate bicycling, listed below. In addition, Section 4.7 includes safety education programs and Safe Routes to School programs that benefit both cyclists and pedestrians; these are summarized under the section on pedestrian improvements.

- Bicycle safety education programs. Section 3.6.1 describes existing City programs and also potential future programs targeting children, adult cyclists, drivers and law enforcement officials. Appendix D of the Hanford plan includes a selection of bicycle education programs from other communities throughout the country.
- Promotion programs to encourage bicycling, especially by increasing awareness of its benefits and providing incentives. Potential promotion programs and activities are outlined in Appendix E of the Hanford plan.
- Bicycle detection technology—whether detection loops or video detectors—at all new or modified traffic signals, along with pavement markings indicating where bicyclists should stop to be detected; also, minimum traffic-signal green times to accommodate bicyclists.
- City-sponsored program to provide parking at the request of businesses; ordinance requiring the installation of bicycle parking in new commercial buildings, existing buildings undergoing major renovations or change of use, parking lots, and City-owned and leased buildings; and suitable bicycle parking at locations where other objects are frequently used to secure bikes.
- Shower and locker facilities at workplaces.

Pedestrian improvements

The Hanford Pedestrian and Bicycle Master Plan identifies a number of roadway stretches where pedestrian improvements such as new or upgraded sidewalks, ADA-compliant curb ramps, marked crosswalks, street trees and bus shelters should be prioritized. These locations are:

- Centennial Dr. from Fargo Ave. to Lacey Blvd.
- Irwin St. from Grangeville Blvd. to Downtown.
- Douty St. from Fargo Ave. to Downtown.
- 10th Ave. from Highway 43 to Hanford Armona Rd.
- 9 ¼ Ave. from Leland Way to Lacey Blvd.
- Fargo Ave. from Centennial Dr. to 10th Ave.
- Leland Way from 10th Ave. to 9th Ave.
- Grangeville Blvd. from 11th Ave. to 10th Ave.
- Greenfield Ave. from Centennial Dr. to Lacey Blvd. and from Elm St. to Wilson Junior H.S.
- West Lacey Blvd. from 13th Ave. to Civic Center Park.
- East Lacey Blvd. from Downtown to Highway 43.
- Hanford Armona Rd. from 13th Ave. to Hanford Municipal Airport.
- Second St. from Douty St. to Phillips St.
- Phillips St. from Second St. to Downtown.
- 12th Ave. from the San Joaquin Valley Railroad tracks to Hanford Armona Rd.

In addition to these location-specific improvements, the Hanford plan recommends several general pedestrian types of improvements citywide. These include:

- New or upgraded sidewalks.
- Crossing improvements such as marked crosswalks, midblock crossings, pedestrian islands or refuges, curb bulb-outs, traffic-calming measures, accessible pedestrian signals, countdown signals and enhanced overhead lighting.
- Parking restrictions at intersections and marked crosswalks where visibility of pedestrians is limited.
- Streetscape enhancements such as pedestrian-scaled lighting, street trees and landscaping, benches, trash receptacles, and decorative crosswalks.
- Sidewalks, curb ramps and safer crossings near bus stops; and bus stops equipped with signage, lighting, trash receptacles, wider sidewalks and shelters with seating.
- ADA-compliant driveway crossings.

Recommended network

Section 4.5 of the Hanford Pedestrian and Bicycle Master Plan designates a recommended pedestrian network of routes providing connections to key destinations. The plan states that “although residents and visitors are encouraged to walk on all sidewalks in the City, the [routes] represent the key locations where improvements should be prioritized.” The network map (taken from the Hanford plan) is shown on the next page, while the table below lists the routes, or street segments, that make up the network.

The map also shows three “pedestrian districts.”

Although the districts are not mentioned in the text, it is presumed here that they, along with the pedestrian routes, represent the locations where pedestrian improvements should be prioritized. All three districts are along Lacey Boulevard:

- Existing retail center at 12th and Lacey.
- Downtown.
- Future retail center at Highway 43 and Lacey.

Table 6.4.3 | Hanford pedestrian network routes

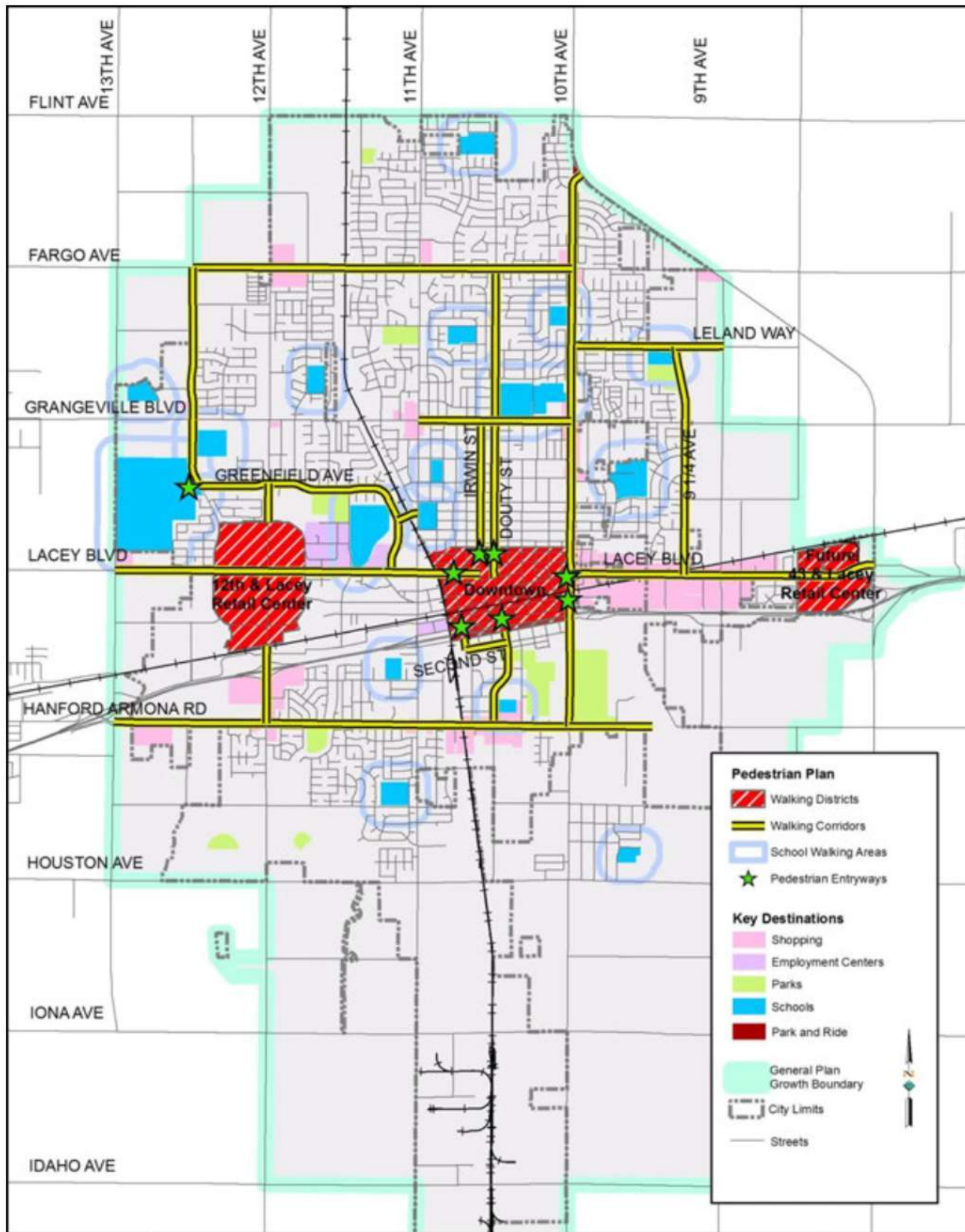
<i>Street / road</i>	<i>From</i>	<i>To</i>	<i>Suggested improvements</i>
Centennial Dr.	Fargo Ave.	Lacey Blvd. ^a	No specific improvements suggested.
Irwin St.	Grangeville Blvd.	Downtown	Opportunities for crosswalks; ADA-compliant curb ramps.
Douty St.	Fargo Ave.	Hanford Armona Rd. ^b	Opportunities for crosswalks; ADA-compliant curb ramps; pedestrian safety improvements at Douty / Irwin Sts.
10 th Ave.	Highway 43	Hanford Armona Rd.	ADA-compliant curb ramps.
9 ¼ Ave.	Leland Way	Lacey Blvd.	Crosswalks at controlled intersections; additional street trees; community-identified priority location for sidewalk improvements.
Fargo Ave.	Centennial Dr.	10 th Ave.	No specific improvements suggested.
Leland Way	10 th Ave.	9 th Ave.	Crosswalks at busy intersections; ADA-compliant curb ramps; sidewalk widening where poles obstruct the path.
Grangeville Blvd.	11 th Ave.	10 th Ave.	Upgraded curb ramps; street trees.
Greenfield Ave.	Centennial Dr.	Lacey Blvd.	Opportunities for crosswalks; community priority location for sidewalk, curb ramp and amenity improvements.
Elm St.	Greenfield Ave.	Wilson Jr. H.S.	No specific improvements suggested.
W. Lacey Blvd.	13 th Ave.	Civic Center Park (Downtown)	No specific improvements suggested.
E. Lacey Blvd.	Downtown	Highway 43	Sidewalks (possibly buffered by a landscaped strip with trees) and ADA ramps as the street is improved; community priority location for sidewalk improvements.
Hanford Armona Rd.	13 th Ave.	Hanford Mun. Airport	Shade trees; improved path around poles in the sidewalk; crosswalks at Harris St. and other high-traffic areas.
Second St.	Douty St.	Phillips St.	No specific improvements suggested.
Phillips St.	Second St.	Downtown	Mural and improved lighting at the Hwy. 198 underpass; ADA-compliant curb ramps; sidewalk between Fourth St. and the alley north of it; opportunities for crosswalks, including at Third St.
12 th Ave.	Greenfield Ave. ^c	Hanford Armona Rd.	No specific improvements suggested.

^a Map shows the end point as Greenfield Ave.

^b Text lists the end point as Downtown.

^c Text lists the start point as the SJVRR tracks.

Figure 6.4.3 | Recommended Hanford pedestrian network (source: Hanford Pedestrian and Bicycle Master Plan)



Recommended improvements

Section 4.6 of the Hanford plan describes, in general terms, a number of recommended pedestrian improvements. They are:

- Improvement of facilities identified in the City's ADA Self Evaluation and Transition Plan, as well as of all sidewalks in street rights-of-way.
- Audit of the sidewalk system and repair of sidewalks so that they meet ADA requirements (generally a minimum of 4 feet of continuous unobstructed and fairly level sidewalk). Locations near major destinations should be prioritized for repair.
- Marked crosswalks along with "substantial" crossing improvements such as curb extensions, raised crosswalks, traffic and pedestrian signals, and enhanced overhead lighting. (Marked crosswalks alone might not improve pedestrian safety.)
- Parking restrictions at intersections and crosswalks, to help drivers and pedestrians see each other, along with red-painted curbs and consistent enforcement of the restrictions.
- Enhanced pedestrian signals, including accessible signals (with audible tones or messages) and countdown signals, and updated push buttons.
- Mid-block crossings on long blocks where crossings are far apart or where there is a concentration of pedestrians already crossing mid-block. Care must be taken to locate and design mid-block crossings properly.
- Reduced crossing widths through the use of curb extensions (bulb-outs) and pedestrian islands.
- Streetscape enhancements such as pedestrian-scaled lighting; street trees and landscaping; decorative paving and crosswalks; and benches and other street furniture. Streetscape enhancements should be prioritized for Downtown and near major destinations.
- More KART bus shelters, particularly along high-use bus routes, and equipped with signage, lighting, trash bins and seating; and paved sidewalks, curb ramps and safer crossings within a quarter mile of bus stops.
- Driveway crossings designed with a level pedestrian zone to meet ADA requirements.

Support programs

Section 4.7 of the Hanford plan describes a number of safety education programs and initiatives targeted at all road user that should be considered:

- Community education programs relating to pedestrians and bicyclists.
- Neighborhood traffic calming program.
- Periodic walking audits at pedestrian collision hotspots to brainstorm ways to improve safety at these locations.
- Local walking promotions such as walk-your-child-to-school day, monthly community walking days, employer lunchtime walks and walk-to-transit campaigns.
- Public education campaigns to promote walking, including public service announcements, posters on transit vehicles and at bus stops; and safety and educational materials distributed through home mailings and utility bills.
- Citywide pedestrian network map and guide.

Lastly, Section 4.7 lists a number of Safe Routes to School programs designed to encourage walking and biking to school:

- Classes and training on pedestrian, bicycle and traffic safety skills, and educational campaigns aimed at drivers.
- Events and contests to encourage walking, bicycling and carpooling to school.
- Specialized law-enforcement tactics such as pedestrian safety stings and speed radar trailers.
- Signing, striping and engineering improvements around schools.
- Evaluation of activities and projects so that modifications can be made if needed.

Proposed improvements

6.5 | Lemoore

Bicycle improvements

Several versions of a citywide bikeway network have been drawn up for Lemoore over the years as part of earlier planning efforts. These efforts include the City's 2030 General Plan (adopted in 2008), the 2011 Kings County Regional Bicycle Plan, the 2014 Kings County Regional Transportation Plan and, before them, the Lemoore Bikeway Plan (undated but based on the document's graphic design appears to be from the 1980s).



The recommended bikeway network presented here combines the networks from the 2008, 2011 and 2014 plans, primarily by reconciling the differences between them. The network consists of existing and

planned bike paths (Class I facilities), bike lanes (Class II) and bike routes (Class III), and has a combined length of approximately 33 miles. The network is shown in Figure 6.5.1, with existing bikeways shown as solid blue lines and planned ones shown as dashed orange lines. Below is a table listing the proposed bikeway segments.

In addition to these segment, the network includes several planned off-street paths:

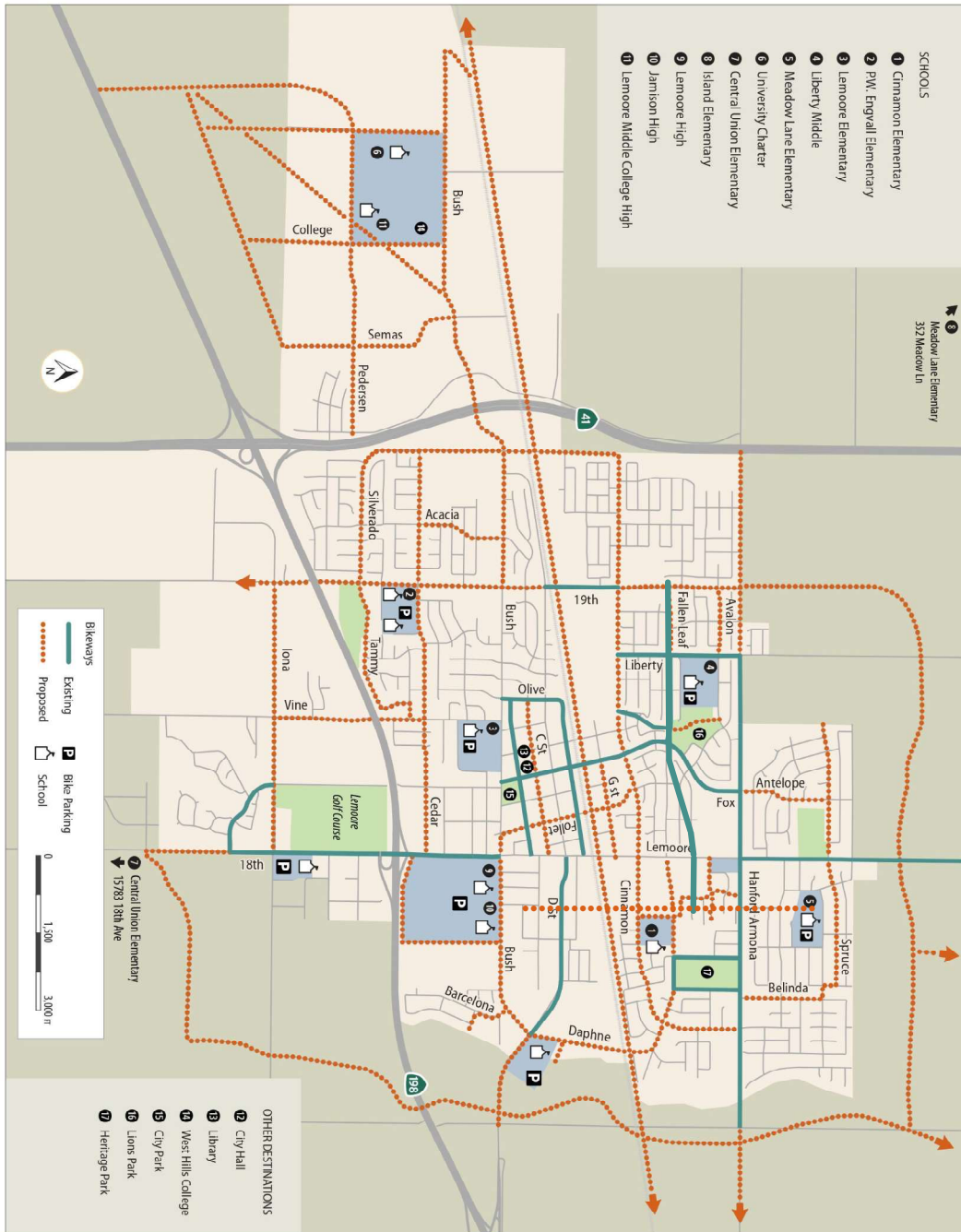
- Crisscrossing the planned development area surrounding West Hills College Lemoore (west of Highway 41 and south of the Union Pacific Railroad).
- Along the east and south sides of Lemoore High School (from Bush Street to Highway 198 and west to Lemoore Avenue).
- Along the north and west sides of the Cinnamon Elementary School site, from the eastern end of Devon Drive to Heritage Park and from the southern end of Murphy Drive to Cinnamon Drive.
- Connecting Bush Street to the Lemoore Canal at two places: from the northern end of Bush Street and along Bush Place / Barcelona Drive / Tuscany Court.

Table 6.5.1 | Proposed Lemoore bikeways

<i>Street / road</i>	<i>From</i>	<i>To</i>
<i>Planned north–south bikeways</i>		
19 ½ Avenue	Cinnamon Drive	Silverado Avenue
Acacia Drive	Bush Street	Cedar Lane
19 th Avenue	Northern city limit	Cinnamon Drive
19 th Avenue	D Street	Bush Street
19 th Avenue	Atlantic Avenue	Southern city limit
Path through Lions Park	Avalon Drive	Fallenleaf Drive
Vine Street	Cedar Lane	Iona Avenue
Antelope Drive	Spruce Avenue	Hanford Armona Road
Follett Street	Cinnamon Drive	Bush Street
Lemoore Avenue	Entire length within the city	
Murphy Drive	Hanford Armona Frontage	End of street
Ashland Drive / Meadow Lane / Belinda Drive	Spruce Avenue	Hanford Armona Road
Daphne Lane (existing portion and planned extension) ^a	Heritage Park	Bush Street
Lemoore Canal	Entire length within the city	
<i>Planned bike routes (Class III)</i>		
Spruce Avenue	Western city limit	Ashland Drive
Hanford Armona Road	Western city limit	Liberty Drive
Avalon Drive	19 th Avenue	Liberty Drive
Fallenleaf Drive	19 th Avenue	Liberty Drive
Club Drive (entire length)	Lemoore Avenue	Cul-de-sac
D Street	Bush Street	Eastern city limit
Cinnamon Drive	Lemoore Avenue	Hanford Armona Road
G Street	Fox Street	Lemoore Avenue
Path along UPRR ROW	Within the city limits	
C Street (entire length)	Olive Street	Lemoore Avenue
D Street	Eastern end of Bush Street	Eastern city limit
Bush Street	Western city limit	19 th Avenue
Bush Street	Follett Street	End of street
Cedar Lane (existing portion and planned extension)	19 ½ Avenue	Lemoore Avenue
Silverado Drive / Tammy Lane / Blakeley Drive / Mike Lane	19 ½ Avenue	Vine Street
Iona Avenue	19 th Avenue	Lemoore Avenue

^a Bikeway will likely not be continuous because of the train tracks parallel to and just south of Monaco Drive/Geneva Drive.

Figure 6.5.1 | Recommended Lemoore bikeway network



Pedestrian improvements

The City of Lemoore has not conducted a comprehensive pedestrian planning effort (such as a pedestrian master plan, active transportation program or safe routes to school plan) to identify pedestrian needs and formulate recommendations to address those needs. The Circulation Element of the City's 2030 General Plan, adopted in 2008, does mention a few specific pedestrian-oriented or streetscaping improvements:

- Contiguous 6- to 10-foot sidewalks on Lemoore Avenue, with trees in landscape strips or tree wells.
- Pedestrian bridge over Highway 198 at Vine Street (see screenshot below of the Vine Street dead-end at the highway).



- Urban/rural edge tree plantings along stretches of 19th Avenue, Bellehaven Drive, Idaho Avenue, Iona Avenue, Industry Way, Jackson Avenue, Marsh Drive, 18th Avenue, East D Street and the Lemoore Canal.
- Landscaped medians along Cedar Lane (see screenshot below) and Semas Drive and portions of Hanford Armona Road, Fox Street and Bush Street.



In general, the most useful improvements for pedestrians are: (i) continuous sidewalks on arterials and collectors that provide walking access to schools and other key destinations and (ii) safer crossings along these streets and roads. In terms of sidewalks, the City should consider prioritizing the filling in of any gaps in the downtown and along the following thoroughfares:

North-south

- 19th Avenue north of Highway 198.
- Liberty Drive.
- Vine Street north of Highway 198.
- Fox Street.
- Follett Street.
- Lemoore Avenue between Meadow Lane Elementary School and Lemoore High School.
- Daphne Lane.

East-west

- Hanford Armona Road.
- Cinnamon Drive.
- D Street.
- Bush Street east of 19 ½ Avenue.
- Cedar Lane.
- Silverado Avenue.

In terms of street crossings, the City should consider installing high-visibility crosswalks, curb bulb-outs, pedestrian islands, flashing beacons and other pedestrian-safety-oriented improvements at the intersections of arterials and collectors, particularly those near schools. Potential locations include:

- 19th Avenue at Cinnamon Drive, D Street, Bush Street, Cedar Lane and Silverado Avenue.
- Lemoore Avenue at Hanford Armona Road, Cinnamon Drive, D Street, Bush Street and the planned extension of Cedar Lane.
- Cinnamon Drive also at Liberty Drive, Fox Street, Follett Street, Daphne Lane and Hanford Armona Road.
- D Street also at Fox Street, Follett Street and Bush Street.
- Bush Street also at Vine Street, Fox Street and Follett Street.
- Cedar Lane at Vine Street.



Proposed improvements

6.6 | Unincorporated Kings County

Countywide bikeway network

While the County of Kings has not developed its own bicycle master plan, a bikeway network for the unincorporated areas was previously developed as part of the Kings County Regional Bicycle Plan (2011). That network was later reflected, with a few differences, in the Regional Transportation Plan (2014). The bikeway network shown here for the unincorporated county refines the 2011 and 2014 networks slightly, primarily by reconciling the differences between them.



The network is shown on the map on the next page and following the map is a table that lists the proposed bikeway segments, organized by north-south and east-west roadways. The street length of the network is approximately 173 miles (including on state routes, which are owned, administered and operated by Caltrans).

The 2011 and 2014 plans classify all the bikeways in the unincorporated county as Class III (bike routes), with a few exceptions: 18th Avenue, which is classified as Class II (bike lanes); several roads in the northern part of the county, between Hanford and the Fresno county line, which are classified as “touring” bikeways (see the box on this page for the definition of touring bikeways); and a conceptual

cross-county multi-use path along the Union Pacific Railroad (see the footnote for Table 6.6.1).

KCAG’s Cross County Path Plan (2006) envisions a pedestrian and bicycle path extending from West Hills Community College, on the western edge of Lemoore, to State Highway 43, east of Hanford, a distance of approximately 13 miles. Within the urbanized portions of Lemoore, Armona and Hanford, the path would generally follow surface streets in the form of bike lanes and marked bike routes; within the more rural areas, the path would follow the Union Pacific Railroad right-of-way in the form of a paved multi-use path. Similarly, the County has identified the Union Pacific Railroad right-of-way as a viable option for bicycle and pedestrian use.

Figure 6.6.1 | Recommended bikeway network for Unincorporated Kings County

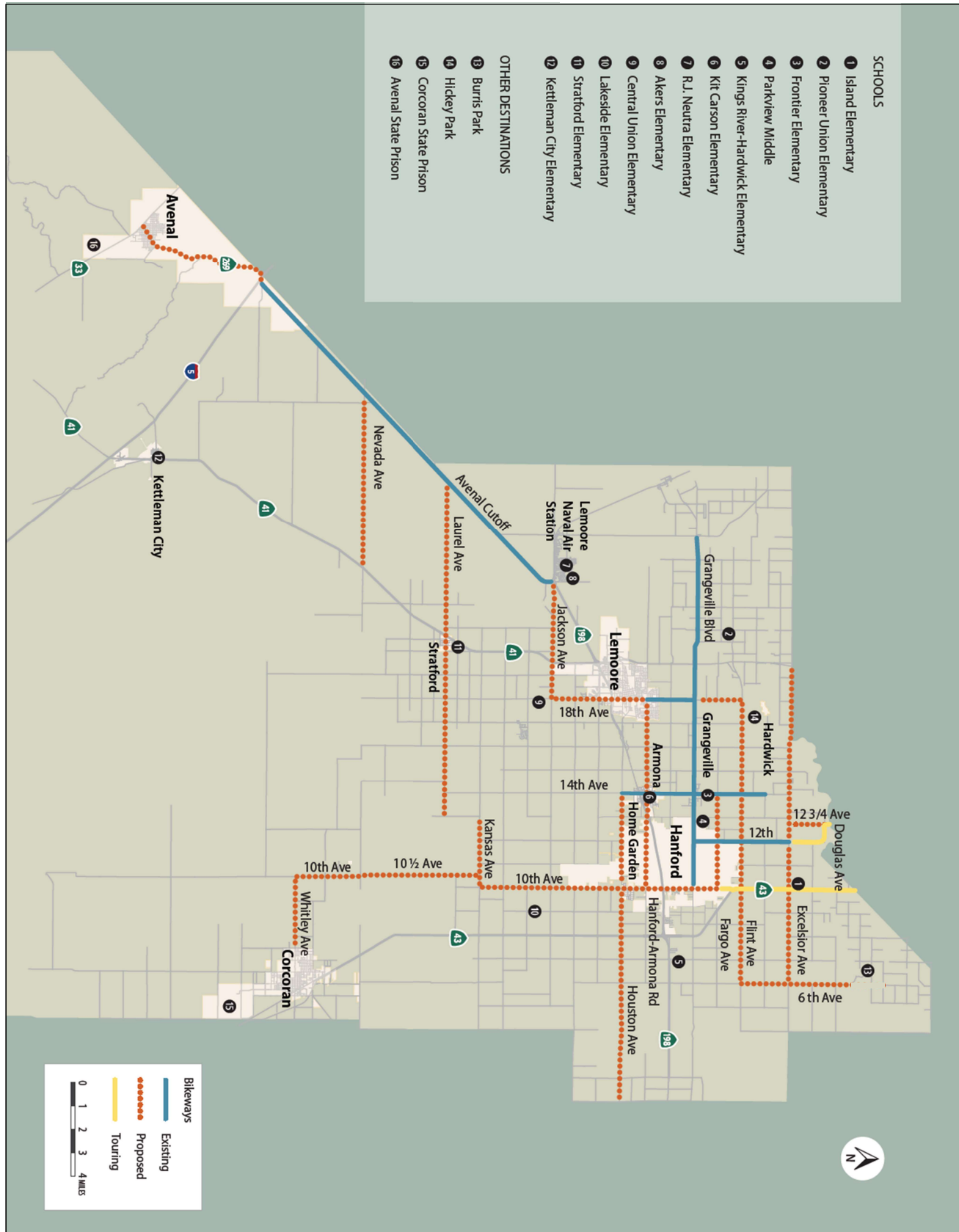


Table 6.6.1 | Proposed bikeways in unincorporated Kings County

<i>Street / road</i>	<i>From</i>	<i>To</i>
<i>Proposed, north-south</i>		
6 th Avenue	Burris Park Dr.	Flint Ave.
10 th Avenue	Houston Ave.	Kansas Ave.
10 th Avenue	Nevada Ave.	Whitley Ave.
10 1/2 Avenue	Kansas Ave.	Nevada Ave.
12 3/4 Avenue	Fresno County line	Excelsior Ave.
18 th Avenue	Flint Ave.	Grangeville Blvd.
18 th Avenue	Lemoore city limit	Jackson Ave.
Highway 198	Fresno County line	Hanford city limit
Union Pacific Railroad ^a	Fresno County line	Tulare county line
<i>Proposed, east-west</i>		
Excelsior Avenue	Hwy. 41	6 th Ave.
Fargo Avenue	14 th Ave.	Hanford city limit
Flint Avenue	18 th Ave.	6 th Ave.
Houston Avenue	14 th Ave.	Tulare county line
Jackson Avenue	Avenal Cutoff Rd.	18 th Ave.
Kansas Avenue	13 th Ave.	10 th Ave.
Laurel Avenue	Avenal Cutoff Rd.	13 th Ave.
Nevada Avenue	Avenal Cutoff Rd.	Hwy. 41
Whitley Avenue	10 th Ave.	Corcoran city limit

^a This is a proposed cross-county multi-use path. The distance provided includes segments running through the cities of Lemoore and Hanford. According to KCAG's Cross County Path Plan (2006), the facility would generally follow surface streets in the form of bike lanes and marked bike routes within the urbanized portions of Lemoore, Armona and Hanford; in the more rural areas, the facility would follow the Union Pacific Railroad right-of-way in the form of a paved multi-use path.

Pedestrian improvements

While the County has not developed a pedestrian master plan, it has conducted a number of planning efforts that identified pedestrian needs and developed recommendations to address those needs. The recommendations here reflect the most recent of those efforts, namely the 2035 Kings County General Plan; community-specific plans developed for the main unincorporated communities; the County's Americans with Disabilities Act Transition Plan; and State Route 41 Corridor Smart Growth Improvement Plan.

Below are the main pedestrian improvements to be considered in each of the largest unincorporated communities:

Armona

- Continuous sidewalks along the major corridors, particularly 14th Avenue and Front Street.
- New crosswalks and pedestrian crossing signs along busy roads, particularly along 14th Avenue north of Highway 198 and at intersections near schools; also, re-striping of existing crosswalks.
- Pedestrian crossings at the railroad right-of-way to link Ambrose and C Streets or Railroad Avenue and D Street. Currently, dirt paths are used by children living north of the railroad tracks to reach the elementary and middle

schools and the park (see screenshot below of D Street at the railroad right-of-way).



- Pedestrian pathways in new residential developments east of 14th Avenue and north of Front Street to connect to the downtown commercial core and mixed-use developments in the North Expansion Area.
- Multi-use pathway extending from Front Street to job centers and higher education/vocational training facilities in west Hanford (to be developed in coordination with the City of Hanford).

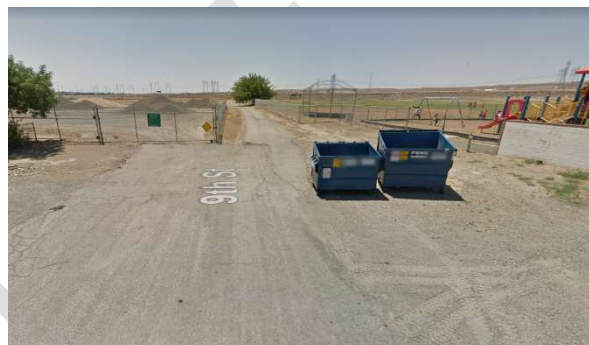
Home Garden

- Sidewalks along the major roads.
- Pedestrian crosswalks along the major roads to reduce driver and pedestrian uncertainty at intersections.
- Pedestrian and bicycle pathways in new commercial and residential development areas.
- Pedestrian-friendly, traffic-calming street design for the intersection of 10th and Home Avenues (see screenshot below).



Kettleman City

- Sidewalks along the major roads in the residential area.
- Multi-use path extending south from 9th Street to link the residential community and the highway commercial area, including pedestrian/bicycle access across the aqueduct (see screenshot below of the southern end of 9th Street).



Stratford

- Sidewalks along the major roads.
- Pedestrian and bicycle access along 20 ½ Avenue south of 6th Street, including a pathway in the open space buffer along 20 ½ Avenue.

More specifically, Section B of the County's Americans with Disabilities Act Transition Plan recommends sidewalk improvements at almost 200 midblock segments, curb ramps at 200 locations and pedestrian signals at seven intersections. Improvements were assigned priority ratings of 1 through 4, with greater priority given to pedestrian routes that serve government buildings and facilities (including schools, parks and transit stops) and downtowns, and with consideration given to population density and concentrations of seniors. The plan lists 23 priority 1 sidewalk improvement projects. The majority are in the City of Hanford, in the Kings County Government Center area, while eight of the projects are in central Stratford. The plan also lists 33 priority 1 or 2 locations for curb ramp improvements. Almost all these locations are, again, in the Kings County Government Center area and in central Stratford. Lastly, of the seven recommended pedestrian signal improvement projects, six are in Armona.

7 | Strategic implementation

7.1 | Priority projects

Chapters 6.2 through 6.6 list a large number of proposed bicycling and pedestrian improvements for each of the four cities in the county and for the county's unincorporated areas. However, those chapters do not give an idea of which improvements are most important for each municipality. While it is important to document a community's needs comprehensively, each of those chapters represents more of a wish list than an actionable plan, given the limited resources available to implement bicycle and pedestrian projects.

From among the large number and broad range of bicycling and pedestrian improvements outlined previously, this chapter aims to identify the more important ones for each jurisdiction. There are two related purposes for identifying these higher-priority projects: (i) to guide the use of KCAG's and the member agencies' limited funds and staff resources for bicycling and pedestrian projects; and (ii) to provide the lists of projects by jurisdiction that were included in the Active Transportation chapter of the 2018 RTP update.

The higher-priority bikeways and pedestrian projects for each jurisdiction were identified as follows:

- **Avenal:** These are the "Phase 1" projects identified in Chapter 5 of the Avenal Active Transportation and Safe Routes to School Plan (see Tables 5.3 and 5.8 of that plan). They are listed in tables 7.3.1 and 7.3.2 of this chapter.
- **Corcoran:** These are the "planned" bikeways in Chapter 3 of the Corcoran Safe Routes to School Plan (see Figure 3-5 of that plan); the "Priority 1" sidewalks in the same chapter (see Figures 3-2, 3-3 and 3-4); and street-crossing enhancements at the intersections of Dairy Avenue and of Letts Avenue with other "major school routes" (see Figure 3-1). They are listed in tables 7.4.1, 7.4.2 and 7.4.3 of this chapter.
- **Hanford:** These are the proposed bikeways under the "2016 Initial Stage Bikeway Plan" in section 3.5.4 of the Hanford Pedestrian and Bicycle Master Plan (see Figure 3-5 of that plan); and improvements along the key pedestrian routes identified in section 4.5.2 of the same plan (see Figure 4-2). They are listed in tables 7.5.1 and 7.5.2 of this chapter.
- **Lemoore:** These are the planned bikeways along arterials and collectors from the City's General Plan and the 2014 Kings County Regional Transportation Plan; and pedestrian improvements such as continuous sidewalks and safer crossings along arterials and collectors that provide access to schools and other key destinations. They are listed in tables 7.6.1 and 7.6.2 of this chapter.
- **Unincorporated Kings County:** These are the bikeways on the Kings County project list in the 2014 Kings County Regional Transportation Plan (see Figure 8-1 of that plan); and pedestrian improvements identified in Community Plans developed for the main unincorporated communities. They are listed in tables 7.7.1 and 7.7.2 of this chapter.

7.2 | ATP-competitive projects

As mentioned previously in this plan, in California the largest source of grant funds for walking and bicycling projects is the California Transportation Commission's (CTC) Active Transportation Program (ATP). Most recently, the state has allocated \$440 million to the program for the four fiscal years from 2019-20 through 2022-23, or approximately \$100 million annually. The ATP is a highly competitive funding source, with cities, counties and other eligible agencies around the state submitting many dozens of unsuccessful project applications each funding cycle.

ATP applications are lengthy, complex and involved, requiring a significant amount of effort

and resources on the part of applicants. At the start of each funding cycle, the CTC issues guidance for public agencies considering whether or not to apply for ATP funding. Most critically, this guidance includes detailed “scoring rubrics,” which serve as the scoring guide for evaluators of ATP applications. The rubrics are not a definitive scoring formula, since evaluators may take other factors into consideration, such as the overall quality of the application, the project context, and issues concerning project deliverability. Nevertheless, the rubrics provide clear direction as to the types of pedestrian and bicycling projects that are likely to compete well for ATP funding—and, conversely, those that are likely to be unsuccessful.

Based on the scoring rubrics for project applications submitted in 2018 as part of the most recent ATP funding cycles, below is an overview of the attributes and characteristics that are likely to make for competitive projects under the next ATP cycle.

Main characteristics of ATP-competitive projects

The projects that are most competitive for ATP funding tend to share the following four characteristics:

- Improve walking and biking **connections** between key destinations, **especially schools** (see item 1 below for more information).
- Address **traffic safety** issues at a location with a history of pedestrian and bicycle collisions (item 2).
- Were developed through a comprehensive **planning process** and represent one of the community’s highest priorities (item 3).
- Are located in or directly benefit a severely **disadvantaged community** (item 4).

1. Project need

The most important evaluation criterion for ATP applications is whether the project is likely to increase walking and bicycling, and have certain other positive benefits, relative to existing conditions. Projects likely to compete well under this criterion possess the following potential attributes:

- Connect key destinations such as schools, transit facilities, stores, community centers and employment centers.
- Close a gap, remove a barrier, improve existing routes or create new routes.
- Serve students traveling to and from school.
- Target populations with limited transportation options.
- Help meaningfully address local public health concerns (such as physical inactivity or obesity, for example).

2. Traffic safety

The second-most important evaluation criterion is whether the project is likely to increase the traffic safety of pedestrians or cyclists. Projects likely to compete well under this criterion would:

- Target a priority location, or locations, with a history of collisions resulting in pedestrian and bicyclist fatalities and injuries.
- Incorporate safety improvements and countermeasures that address the safety issues and collision details specific to the project location.

3. Public participation

Another important consideration is the extent to which the public participated in formulating the project. Competitive projects under this criterion:

- Were defined, formulated and developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project).
- Were developed through a planning process that effectively engaged a range of stakeholders and a cross-section of the broader public.
- Reflect one of the community’s highest active transportation priorities.

4. Benefit to disadvantaged communities

The ATP places a great deal of emphasis in benefitting disadvantaged or vulnerable populations. Successful ATP applications feature projects that:

- Are located in areas that qualify as severely disadvantaged communities. Generally speaking, qualifying areas meet certain criteria related to

median household income, exposure to environmental pollution or public school students eligible for free or reduced-price school meals. More information about these criteria is provided in Chapter 3 of this plan, “Equity and Public Health.”

- Provide direct active transportation benefits to residents of disadvantaged communities in terms of closing gaps, creating connections or addressing network deficiencies.
- Were requested, defined or supported by the residents of a disadvantaged community.

Miscellaneous considerations

- Does the project satisfy the purpose and needs of a full range of users and stakeholders?
- Is the project appropriate to the local context and in harmony with the community?
- Does the project incorporate best practices or innovative elements, or were they considered in the development of the project?
- Will the project have added lasting value to the community?

Based on the above considerations, below are the types of projects that are likely to be competitive for ATP funding in each of the KCAG member agencies.

Avenal

- Bikeways in Avenal’s urbanized area.
- Safer crossings and traffic calming around schools.
- Comprehensive, “transformational” projects to make San Joaquin Street or Skyline Boulevard more pedestrian- and bicycle-friendly.

Corcoran

- Previously proposed bikeways in the central area.
- Comprehensive, “transformational” projects to make Dairy Avenue or Letts Avenue more pedestrian-friendly.
- Sidewalks or street-crossing enhancements around any of the five public schools.

Hanford

- Bikeways in parts of Hanford that qualify as disadvantaged communities; these are areas

generally east of 12th Avenue and south of Grangeville Boulevard.

- Sidewalks and safer crossings that are near schools and along arterials in parts of Hanford that qualify as disadvantaged communities. These arterials include Douty, Irwin, 10th and 9 ¾ Avenues south of Grangeville Boulevard; Grangeville Boulevard between 11th and 10th Avenues; Lacey Boulevard east of 12th Avenue; and Hanford Armona Road.

Lemoore

- Bikeways in parts of Lemoore that qualify as disadvantaged communities; these are areas generally between 19th and 17th Avenues, and south of Cinnamon Drive/18th Avenue/Hanford Armona Road and north of Highway 198.
- Sidewalks and safer crossings that are near schools and along arterials in parts of Lemoore that qualify as disadvantaged communities. These arterials include 18th and 19th Avenues north of Highway 198; Bust Street east of 19th Avenue; D Street; Cinnamon Drive; and Hanford Armona Road east of 18th Avenue.

Unincorporated Kings County

- Bikeways within Armona, Grangeville, Kettleman City and Stratford. (The one sizable unincorporated community that does not qualify as a disadvantaged community is Hardwick.)
- Sidewalks, paths and crossing enhancements called out in previous County plans. These include projects along 14th Avenue and Front Street in Armona; along General Petroleum Avenue, 9th Street and Highway 41 in Kettleman City; and along Main, Railroad, Cross and Empire Streets in Stratford.

7.3 | Avenal

C = Connection to key destinations, especially schools; S = Traffic safety issue (history of collisions); P = Developed through a planning process; D = Located in or benefitting a disadvantaged community

Table 7.3.1 | Priority bikeways

Street / road	From	To	Description	Length (mi.)	Est. cost	C	S	P	D
First Avenue	Reef-Sunset Middle School	Laneva Blvd. (SR 33)	Continuous bike lanes (Class II)	0.8	\$165,000	●		●	●
Seventh Avenue	Mariposa St.	Laneva Blvd. (SR 33)	Continuous bike lanes (Class II)	1.0	\$225,000	●	●	●	●
Hanford Avenue	Fresno St.	Tamarack Elem. School	New bike route (Class III)	0.4	\$8,000	●		●	●
Monterey Street	Seventh Ave.	Park Ave.	New bike route (Class III)	0.2	\$5,000	●	●	●	●
Big Tar Canyon Road	Seventh Ave.	Sports Complex	Paved multi-use path	1.0	\$2,300,000			●	●
San Joaquin Street	Skyline Blvd.	Laneva Blvd. (SR 33)	Separated bikeway (Class IV)	1.3	\$450,000	●		●	●
Hydril Road	Skyline Blvd.	Just west of Ave. 36	Paved multi-use path	0.6	\$1,450,000			●	●

Table 7.3.2 | Priority pedestrian projects: High-visibility crosswalks and other street-crossing enhancements

Location	Est. cost	C	S	P	D
Along First Avenue at ten locations: Sonoma, Santa Clara, San Mateo, Mariposa, Stanislaus, Merced, Madera, Fresno, Kings and Tulare Streets	\$204,000	●		●	●
Along Hanford Avenue at four locations: Shasta, Fremont and Kern Streets, and Tamarack Elem. School	\$82,000	●		●	●
Along Seventh Avenue at five locations: Mariposa, Monterey, San Joaquin, Stanislaus and Merced Streets	\$54,000	●	●	●	●
At San Joaquin Street and Park Avenue / Merced Street	\$173,000	●		●	●
At Mariposa Street and Fifth Avenue	\$12,000	●		●	●

7.4 | Corcoran

C = Connection to key destinations, especially schools; S = Traffic safety issue (history of collisions); P = Developed through a planning process; D = Located in or benefitting a disadvantaged community

Table 7.4.1 | Priority bikeways

<i>Street / road</i>	<i>From</i>	<i>To</i>	<i>Description</i>	<i>Length (mi.)</i>	<i>Est. cost</i>	<i>C</i>	<i>S</i>	<i>P</i>	<i>D</i>
Orange Avenue	Seventh Ave.	Otis Ave.	Bike lanes (Class II) or bike route (Class III)	1.4	\$21,000			●	●
North Avenue	Seventh Ave.	Otis Ave.	Bike lanes (Class II) or bike route (Class III)	1.5	\$22,500	●	●	●	●
Patterson Avenue	6 1/2 Ave.	Otis Ave.	Bike lanes (Class II) or bike route (Class III)	1.2	\$18,000	●	●	●	●
Whitley Avenue	West of Doran Ave.	East of Pickerell Ave.	Bike lanes (Class II) or bike route (Class III)	1.9	\$28,500	●	●	●	●
Sherman Avenue	Seventh Ave.	Otis Ave.	Bike lanes (Class II) or bike route (Class III)	2.0	\$30,000	●	●	●	●
Oregon Avenue	6 1/2 Ave.	King Ave.	Bike lanes (Class II) or bike route (Class III)	1.3	\$19,500	●		●	●
6 1/2 Avenue	Orange Ave.	Oregon Ave.	Bike lanes (Class II) or bike route (Class III)	1.5	\$22,500		●	●	●
Dairy Avenue	Niles Ave.	Pueblo Ave.	Bike lanes (Class II) or bike route (Class III)	2.5	\$37,500	●	●	●	●
Letts Avenue	North Ave.	Oregon Ave.	Bike lanes (Class II) or bike route (Class III)	1.3	\$19,500	●	●	●	●
Otis Avenue	Orange Ave.	Patterson Ave.	Bike lanes (Class II) or bike route (Class III)	0.6	\$9,000			●	●
Chittenden Avenue	Patterson Ave.	Sherman Ave.	Bike lanes (Class II) or bike route (Class III)	0.5	\$7,500			●	●
Flory Avenue	Whitley Ave.	Bainum Ave.	Bike lanes (Class II) or bike route (Class III)	0.5	\$7,500			●	●
King Avenue	Bainum Ave.	Corcoran State Prison	Bike lanes (Class II) or bike route (Class III)	1.8	\$27,000			●	●

Table 7.4.2 | Priority pedestrian projects: Continuous sidewalks

<i>Street / road</i>	<i>From</i>	<i>To</i>	<i>Description</i>	<i>Length of gaps (ft.)</i>	<i>Est. cost</i>	<i>C</i>	<i>S</i>	<i>P</i>	<i>D</i>
Dairy Avenue	Orange Ave.	Oregon Ave.	Multiple gaps, mostly north of Whitley and south of Bainum	4,500	\$450,000	●	●	●	●
Josephine Avenue	North Ave.	Preston Way	Multiple gaps, mostly south of Patterson	1,100	\$110,000	●	●	●	●
Letts Avenue	Orange Ave.	Oregon Ave.	Multiple gaps, on both sides	4,100	\$410,000	●	●	●	●
Otis Avenue	Cardoza Ave.	North of Patterson Ave.	Gap on the west side	500	\$50,000			●	●
Orange Avenue	Dairy Ave.	Letts Ave.	Gap on the south side	1,300	\$130,000		●	●	●
North Avenue	6 1/2 Ave.	Otis Ave.	Multiple gaps, on both sides	4,500	\$450,000	●		●	●
Patterson Avenue	Soto Ave.	Otis Ave.	Multiple gaps, on both sides	2,600	\$260,000	●		●	●
Whitley Avenue	Burnham Smith Park	Dairy Ave.	Two gaps	500	\$50,000	●	●	●	●
Sherman Avenue	6 1/2 Ave.	Kings Ave.	Multiple gaps, on both sides	4,500	\$450,000	●	●	●	●
Bainum Avenue	Dairy Ave.	Norboe Ave.	Multiple gaps, mostly on the north side	2,000	\$200,000	●	●	●	●
Oregon Avenue	Dairy Ave.	Mark Twain Elem. Sch.	Multiple gaps, mostly on the south side	2,000	\$200,000	●	●	●	●

Table 7.4.3 | Priority pedestrian projects: Street-crossing enhancements

<i>Location</i>	<i>Est. cost</i>	<i>C</i>	<i>S</i>	<i>P</i>	<i>D</i>
Along Dairy Avenue at 10 – 12 locations between Gable and Oregon Avenues	\$330,000	●	●	●	●
Along Letts Avenue at 12 – 14 locations between Orange and Oregon Avenues	\$390,000	●	●	●	●

7.5 | Hanford

C = Connection to key destinations, especially schools; S = Traffic safety issue (history of collisions); P = Developed through a planning process; D = Located in or benefitting a disadvantaged community

Table 7.5.1 | Priority bikeways

Street / road	From	To	Description	Length (mi.)	Est. cost	C	S	P	D
North – south routes									
13 th Avenue	Fargo Ave.	Houston Ave.	Bike route (Class III)	4.0	\$40,000			●	●
Centennial Drive	Berkshire Ln.	12 th Ave. / Mall Dr.	Bike lanes (Class II) or bike route (Class III)	1.9	\$28,500	●		●	
12 th Avenue	Fargo Ave.	Grangeville Blvd.	Bike lanes (Class II)	1.0	\$20,000			●	
12 th Avenue	Hume Ave.	Idaho Ave.	Bike route (Class III)	2.5	\$25,000			●	
Fitzgerald Lane	Fargo Ave.	Grangeville Blvd.	Bike route (Class III)	1.0	\$10,000	●		●	
Kings County Drive / Mall Drive	12 th Ave. / Liberty St.	12 th Ave. / Centennial Dr.	Bike route (Class III)	1.0	\$10,000	●		●	●
University Avenue	Grangeville Blvd.	Greenfield Ave.	Bike route (Class III)	0.5	\$5,000			●	
Campus Drive	Greenfield Ave.	Glendale Ave.	Bike route (Class III)	1.1	\$11,000	●		●	●
11 1/2 Avenue / Echo Lane	Davis St.	Hume Ave.	Bike route (Class III)	1.0	\$10,000	●		●	●
Glacier Way	Flint Ave.	Cortner St.	Bike route (Class III)	1.4	\$14,000			●	
11 th Avenue	Flint Ave.	Grangeville Blvd.	Bike lanes (Class II) or bike route (Class III)	1.0	\$15,000	●		●	
11 th Avenue	Seventh St.	Jackson Ave.	Bike route (Class III)	4.9	\$49,000	●	●	●	●
Williams Street / Jones Street	Davis St.	Hume Ave.	Bike route (Class III)	0.9	\$9,000			●	●
Redington Street	Grangeville Blvd.	Lacey Blvd.	Bike lanes (Class II)	1.0	\$20,000	●	●	●	●
10 1/2 Avenue	Hanford Armona Rd.	Houston Ave.	Bike route (Class III)	1.0	\$10,000		●	●	●
Mission Dr.	Flint Ave.	10th Ave.	Bike route (Class III)	0.6	\$6,000			●	
10 th Avenue	Third St.	Jackson Ave.	Bike route (Class III)	4.8	\$48,000			●	●
Neill Way	Fargo Ave.	Leland Way	Bike route (Class III)	0.5	\$5,000			●	
9 1/4 Avenue	Leland Way	Lacey Blvd.	Bike route (Class III)	1.5	\$15,000	●		●	●
9 th Avenue	Lacey Blvd.	Idaho Ave.	Bike route (Class III)	4.0	\$40,000			●	●

<i>Street / road</i>	<i>From</i>	<i>To</i>	<i>Description</i>	<i>Length (mi.)</i>	<i>Est. cost</i>	<i>C</i>	<i>S</i>	<i>P</i>	<i>D</i>
East – west routes									
Flint Avenue	12 th Avenue	10 th Avenue	Bike route (Class III)	2.0	\$20,000			●	
Pepper Drive / Encore Drive	Glacier Way	Fargo Ave.	Bike route (Class III)	2.0	\$20,000			●	
Fargo Avenue	13 th Ave.	Centennial Dr.	Bike route (Class III)	0.5	\$5,000			●	
Cortner Street	Glacier Way	Douty St.	Bike route (Class III)	0.9	\$9,000	●	●	●	
Leland Way	Douty St.	9 1/4 Ave.	Bike route (Class III)	1.2	\$12,000	●		●	●
Mustang Drive / Berkshire Lane	13 th Ave.	Centennial Dr.	Bike route (Class III)	0.6	\$6,000			●	
Grangeville Boulevard	13 th Ave.	Centennial Dr.	Bike route (Class III)	0.5	\$5,000			●	
Grangeville Boulevard	9 th Ave.	8 1/2 Ave.	Bike route (Class III)	0.5	\$5,000			●	●
Liberty Street	Centennial Dr.	12 th Ave.	Bike route (Class III)	0.3	\$3,000	●		●	
Ivy Street	11 th Ave.	10 th Ave.	Bike route (Class III)	1.0	\$10,000		●	●	●
Lacey Boulevard	Centennial Dr.	Irwin St.	Bike route (Class III)	1.8	\$18,000	●	●	●	●
Lacey Boulevard	10 th Ave.	Hwy. 43	Bike route (Class III)	2.0	\$20,000	●	●	●	●
7 th Street	Mall Dr.	11 th Ave.	Bike lanes (Class II)	0.8	\$16,000	●		●	●
6 th Street	11 th Ave.	10 th Ave.	Bike lanes (Class II)	1.0	\$20,000	●	●	●	●
3 rd Street	10 th Ave.	9 th Ave.	Bike route (Class III)	1.0	\$10,000			●	●
Glendale Avenue	12 1/2 Ave.	Campus Dr.	Bike lanes (Class II)	1.1	\$22,000		●	●	
Davis Street	11 1/2 Ave.	11 th Ave.	Bike route (Class III)	0.5	\$5,000	●	●	●	●
Hanford Armona Road	10 th Ave.	Hanford Municipal Airport	Bike route (Class III)	0.3	\$3,000			●	●
Hume Avenue	12 th Ave.	Jones St.	Bike route (Class III)	1.1	\$11,000			●	●
Houston Avenue	13 th Ave.	9 th Ave.	Bike route (Class III)	4.0	\$40,000			●	●
Iona Avenue	12 th Ave.	9 th Ave.	Bike route (Class III)	3.0	\$30,000			●	●
Idaho Avenue	12 th Ave.	9 th Ave.	Bike route (Class III)	3.0	\$30,000			●	●
Jackson Avenue.	11 th Ave.	10 th Ave.	Bike route (Class III)	1.0	\$10,000			●	●

Table 7.5.2 | Priority pedestrian routes

Street / road	From	To	Improvement opportunities	Length (mi.)	C	S	P	D
North – south routes								
Centennial Drive	Fargo Ave.	Lacey Blvd.	No specific improvements suggested	2.1	●		●	
12 th Avenue	Greenfield Ave.	Hanford Armona Rd.	No specific improvements suggested	1.6	●	●	●	
Phillips Street	Second St.	Downtown	Mural and improved lighting at the Hwy. 198 underpass; ADA-compliant curb ramps; sidewalk between Fourth St. and the alley north of it; crosswalks, including at Third St.	0.5	●		●	●
Irwin Street	Grangeville Blvd.	Downtown	Crosswalks; ADA-compliant curb ramps.	1.3	●	●	●	●
Douty Street	Fargo Ave.	Hanford Armona Rd.	Crosswalks; ADA-compliant curb ramps; crossing improvements at Douty / Irwin Streets	3.1	●	●	●	●
10 th Avenue	Highway 43	Hanford Armona Rd.	ADA-compliant curb ramps.	3.7	●	●	●	●
9 ¼ Avenue	Leland Way	Lacey Blvd.	Crosswalks at controlled intersections; sidewalk improvements; additional street trees.	1.5	●		●	●
East – west routes								
Fargo Avenue	Centennial Dr.	10 th Ave.	No specific improvements suggested	2.5			●	
Leland Way	10 th Ave.	9 th Ave.	Crosswalks at busy intersections; ADA-compliant curb ramps; sidewalk widening where poles obstruct the path.	0.7	●	●	●	
Grangeville Boulevard	11 th Ave.	10 th Ave.	Upgraded curb ramps; street trees.	1.0	●	●	●	●
Greenfield Avenue	Centennial Dr.	Lacey Blvd.	Crosswalks; sidewalk improvements; curb ramps; pedestrian amenities.	1.8	●	●	●	
Elm Street	Greenfield Ave.	Wilson Jr. H.S.	No specific improvements suggested	0.1	●	●	●	●
West Lacey Boulevard	13 th Ave.	Downtown	No specific improvements suggested	2.4	●	●	●	●
East Lacey Boulevard	Downtown	Highway 43	Sidewalks (possibly buffered by a landscaped strip with trees) and ADA ramps as the street is improved.	2.0	●	●	●	●
Second Street	Phillips St.	Douty St.		0.3			●	●
Hanford Armona Road	13 th Ave.	Hanford Municipal Airport	Shade trees; improved path around poles in the sidewalk; crosswalks at Harris St. and other high-traffic areas.	3.7		●	●	●

7.6 | Lemoore

C = Connection to key destinations, especially schools; S = Traffic safety issue (history of collisions); P = Developed through a planning process; D = Located in or benefitting a disadvantaged community

Table 7.6.1 | Priority bikeways

Street / road	From	To	Description	Length (mi.)	Est. cost	C	S	P	D
North – south routes									
19 th Avenue	D St.	Silverado Dr.	Bike lanes (Class II)	0.8	\$16,000	●	●	●	●
Hill Street (east side)	E St.	Bush St.	Bike lanes (Class II)	0.3	\$6,000	●		●	●
Follett Street	Cinnamon Dr.	Bush St.	Bike lanes (Class II) or bike route (Class III)	0.6	\$9,000	●	●	●	●
East – west routes									
Cinnamon Dr. (south side)	Hill St.	Hanford Armona Rd.	Bike lanes (Class II)	1.5	\$30,000	●	●	●	●
Bush Street (south side)	College Ave.	Hwy. 41	Bike path (Class I)	0.6	\$200,000		●	●	
Bush Street	Lemoore Ave.	Bush Pl. / Barcelona Dr.	Bike route (Class III)	0.6	\$6,000	●		●	●
Bush Street (east side)	Bush Pl. / Barcelona Dr.	East D St.	Bike lanes (Class II)	0.1	\$2,000			●	●
Cedar Lane (north side)	19 ½ Ave.	Lum Dr.	Bike lanes (Class II)	0.7	\$14,000	●		●	●
Silverado Dr. (south side)	19 ½ Ave.	19 th Ave.	Bike lanes (Class II)	0.5	\$10,000			●	

Table 7.6.2 | Priority pedestrian routes

Street / road	From	To	Length (mi.)	C	S	P	D
North – south routes							
19 th Avenue	Hanford Armona Rd.	Silverado Dr. / City Park	0.7	●	●	●	●
Liberty Drive	Hanford Armona Rd.	Cinnamon Dr.	1.0	●			
Vine Street	Bush St.	Cedar Ln.	1.8			●	●
Fox Street	Hanford Armona Rd.	Bush St.	0.1	●	●		●
Eton Avenue / Follett Street	Brentwood Dr.	Bush St.	2.4	●	●		●
Lemoore Avenue	Glendale Ave.	Bush St. / Lemoore H.S.	2.0	●	●	●	●
Daphne Lane (incl. extension)	Heritage Park	San Joaquin Valley R.R.	0.3		●		●
Other north – south streets in the downtown from Olive Street to Lemoore Avenue			N/A	●	●	●	●
East – west routes							
Hanford Armona Road	Apricot Ave.	Cinnamon Dr.	1.9	●	●		●
Cinnamon Drive	19 ½ Ave.	Hanford Armona Rd.	2.5	●	●		●
D Street	W. Bush St.	E. Bush St.	2.2	●	●		●
Bush Street (incl. extension)	19 ½ Ave.	San Joaquin Valley R.R.	2.7	●	●		●
Cedar Lane (incl. extensions)	19 ½ Ave.	Lemoore Ave.	1.5	●			●
Silverado Avenue	19 ½ Ave.	19 th Ave. / City Park	0.5				
Other east – west streets in the downtown from E Street to Bush Street			N/A	●	●	●	●

7.7 | Unincorporated Kings County

C = Connection to key destinations, especially schools; S = Traffic safety issue (history of collisions); P = Developed through a planning process; D = Located in or benefitting a disadvantaged community

Table 7.7.1 | Priority bikeways

<i>Street / road</i>	<i>From</i>	<i>To</i>	<i>Description</i>	<i>Length (mi.)</i>	<i>Est. cost</i>	<i>C</i>	<i>S</i>	<i>P</i>	<i>D</i>
North – south routes									
6 th Avenue	Burris Park Dr.	Flint Ave.	Class III with stripe	4.7	\$23,500			●	●
10 th Avenue	Houston Ave.	Kansas Ave.	Class III with stripe	6.0	\$30,000			●	●
10 th Avenue	Nevada Ave.	Whitley Ave.	Class III with stripe	2.8	\$14,000			●	●
10 ½ Avenue	Kansas Ave.	Nevada Ave.	Class III with stripe	5.0	\$25,000			●	●
12 ¾ Avenue	Fresno County line	Excelsior Ave.	Class III with stripe	1.5	\$7,500			●	●
18 th Avenue	Lemoore city limit	Jackson Ave.	Class II	1.6	\$16,000			●	●
East – west routes									
Fargo Avenue	14 th Ave.	BN Santa Fe RR / Hanford city limit	Class III with stripe	2.5	\$12,500			●	●
Flint Avenue	18 th Ave.	6 th Ave.	Class III with stripe	12.0	\$60,000			●	●
Jackson Avenue	Avenal Cutoff Rd.	18 th Ave.	Class III with stripe	5.0	\$25,000			●	●
Nevada Avenue	Avenal Cutoff Rd.	Hwy. 41	Class III with stripe	7.4	\$37,000			●	●
Whitley Avenue	10 th Ave.	7 th Ave. / Corcoran city limit	Class III with stripe	3.0	\$15,000			●	●

Table 7.7.2 | Priority pedestrian projects

	C	S	P	D
Armona				
• Sidewalks along 14 th Avenue and Front Street	•	•	•	•
• New or restriped crosswalks and crossing signs along 14 th Avenue north of Highway 198 and near schools	•		•	•
• Pedestrian crossings across the railroad ROW at Ambrose/C Streets or at Railroad Avenue/D Street	•	•	•	•
• Footpaths in new developments east of 14 th Avenue and north of Front Street			•	•
• Cut-throughs from cul-de-sacs in the Armona North subdivision onto Front Street			•	•
• Multi-use path from Front Street to west Hanford			•	•
Home Garden				
• Sidewalks and crosswalks along the major roads	•		•	•
• Multi-use paths in new developments			•	•
• Traffic-calming design for the intersection of 10 th /Home Avenues			•	•
Kettleman City				
• Sidewalks along the major roads in the residential area	•		•	•
• Multi-use path south of 9 th Street between the residential and highway commercial areas			•	•
Stratford				
• Sidewalks along the major roads	•	•	•	•
• Multi-use path along 20 ½ Avenue south of 6 th Street			•	•

8 | Potential funding sources

Overview

In almost every community, the most frequent and formidable challenge to implementing pedestrian and bicycle projects is lack of funding. Striping bike lanes on wide-enough streets and putting up signage is inexpensive, but more impactful active transportation projects often carry big price tags. Reconstructing streets to provide sidewalks with curb and gutter, for example, or acquiring easements to construct trails are complex, time-consuming and costly efforts.

On the next few pages is a list of the most likely federal, state and local sources of funding for pedestrian and bicycle improvements. The Walk and Bike Plan has been prepared in large part to position the KCAG member agencies to compete better for funds under these various sources to implement their priority projects (outlined in the previous chapter). It should be noted that the funding landscape changes frequently, with new funding programs being created and old ones ceasing to exist. While the list provides current information as of fall 2018, KCAG and local-agency staff will need to make an effort to stay up to date on news and announcements related to funding programs.

Lastly, this chapter describes a relevant mechanism for providing pedestrian and bicycle projects in Kings County: the “complete streets” approach to transportation. Complete streets are those that work better for different forms of transportation—including walking and biking—and for people of all ages and abilities. This is in essence not a funding source but rather a funding strategy.

Federal sources

Regional Surface Transportation Program (RSTP)

RSTP funds can be used for construction, rehabilitation, and operational improvements for

highways and bridges. This may include projects that are necessary to accommodate other transportation modes and for bicycle transportation and pedestrian walkways principally for transportation, rather than recreation purposes, and for carrying out non-construction projects related to safe bicycle use. Funds are payable up to 80% of the total project cost. Project selection is made by local jurisdictions from their annual apportionments and programmed through the Federal Transportation Improvement Program (FTIP). RSTP funds that are exchanged can also be used for non-motorized projects. KCAG annually exchanges its RSTP funds apportionment for non-federal dollars and distributes it to the local jurisdictions based on the standard distribution formula used by KCAG with the agreement of our member agencies.

Congestion Mitigation and Air Quality (CMAQ)

CMAQ program intends to support transportation projects to help meet the requirement of Clear Air Act. Funds are available to regions designated as nonattainment or maintenance areas with regard to the National Ambient Air Quality Standards (NAAQS) Act. Eligible activities include bicycle and pedestrian related projects, such as bicycle and pedestrian facilities construction (paths and supporting facilities) and non-construction projects related to walking and biking safety education. KCAG administers CMAQ funds on a competitive basis and programs CMAQ projects in the Federal Transportation Improvement Program (FTIP).

Highway Safety Improvement Program (HSIP)

HSIP focuses on roadway safety improvement by funding projects that help reduce traffic fatalities and serious injuries on all public roads. The examples of eligible activities relevant to bicycle and pedestrian include pedestrian hybrid beacons and crossing treatments for active transportation users in school zones. HSIP funds must be used for safety projects consistent with the State’s Strategic

Highway Safety Plan (SHSP). In California, HSIP is administered by Caltrans.

Federal Transit Act

This act provides funds to non-urbanized areas for various transit operating and capital assistance projects. Eligible projects include those that provide access to mass transit facilities or to install racks or other equipment for transporting bicycles on mass transit.

Surface Transportation Block Grant (STBGP)

Under the FAST Act, the long-standing Surface Transportation Program is converted into the Surface Transportation Block Grant Program that promotes flexibility in State and Local transportation decisions to best address their transportation needs. The funding for Transportation Alternative Program (TAP) is set aside from a State's STBGP apportionment. Eligible projects include projects on any public road, bicycle or pedestrian pathway or trail. In California, funds for TAP program are allocated through the Active Transportation Program (ATP).

Community Development Block Grants (CDBG)

The CDBG program provides communities with resources to address a wide arrange of unique community development needs. This flexible program supports varying types of eligible activity that contribute to the development of viable urban communities, which includes building a suitable living environment and facilitating neighborhood revitalization. Pedestrian related projects that are beneficial to enhance accessibility and improve living environment for the community, such as trails and greenway projects, may be qualified to apply for the CDBG funding. The Department of Housing and Community Development administers the State's CDBG program. Currently, the State's CDBG program is undergoing a redesign process to reflect budgetary shortages, address low expenditure rates and high levels of unspent program income. The draft of the revised Program Guidelines is anticipated by June 30, 2018.

Better Utilizing Investments to Leverage Development (BUILD)

Transportation Discretionary Grants The BUILD transportation grants replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments. The Department of Transportation intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. Bicycle and pedestrian related projects that improve public health and safety and promote regional connectivity may present a suitable fit for the program.

Environmental Protection Agency (EPA) Smart Growth Program

This program aims to help communities improve their development practices and get the type of development they want. Smart Growth convers a range of development and conservation strategies that include the strategy of providing a variety of transportation choices to the communities. Projects that encourage the use of active transportation can help achieve the goal of the Smart Growth Program and may be eligible for this funding opportunity. The Smart Growth Program is housed in the Office of Sustainable Communities.

State sources

Active Transportation Program (ATP)

In 2013, the California Transportation Commission (CTC) consolidated a number of grant programs for pedestrian and bicycle projects into a single funding

source, the Active Transportation Program (ATP). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternative Program, the Bicycle Transportation Account, and the State Safe Routes to School Program. The ATP's authorizing legislation also allows the ATP to receive auction proceeds from the Greenhouse Gas Reduction Fund (GGRF). In addition, with the recent passage of the Road Repair & Accountability Act (SB 1, 2017), an additional \$100 million will be allocated to ATP annually for the next ten years. Fifty percent of ATP funds are distributed on a competitive statewide basis. The most recent Call-for-Projects cycle (Cycle 3, FY 2019-20 and 2020-21) has distributed \$240 million to active transportation projects. Forty percent is allocated to Metropolitan Planning Organizations (MPO) in urban areas with population greater than 200,000, and the remaining ten percent goes to small urban and rural areas with populations of less than 200,000. The program guidelines and budgets are approved by California Transportation Commission (CTC) while the Caltrans Division of Local Assistance administers the ATP funds.

Gas Tax

Funds from the State gas tax are based on the historical apportionments provided to Kings County jurisdictions. The passage of Senate Bill 1, which aims to generate an estimated \$52 billion more money by increasing gasoline tax and imposing new transportation improvement fee to help repair and maintain the state's transportation system for the next decade, allows a significant increase in funding for bicycle and pedestrian improvement programs.

State Transportation Improvement Program (STIP)

STIP funds new construction projects that add capacity to the transportation network. STIP funding is a mix of state, federal and local taxes and fees. STIP is comprised of two components: Caltrans's Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP revenues are based on actual regional share dollars available to Kings County in

the 2018 STIP Funds Estimate. Under the 2018 adopted STIP Guideline, bicycle and pedestrian projects may be programmed in the STIP as long as they are eligible for the State Highway Account of Federal funds.

Office of Traffic Safety

Comprehensive pedestrian and bicycle safety programs that involve enforcement, education, public health, driver education, transportation engineering, and public communication are eligible project types under this program. Communities from throughout the state are invited to submit annual applications for program grants.

Land and Water Conservation Fund Program

This program provides grants to plan, acquire, and develop recreation parks and facilities including bikeway and pedestrian trails. The California Parks and Recreation provides reimbursement grant funds of 50% of the total projects costs. Grants for local agencies are divided, with 40% of the total funding going to Northern California and 60% to Southern California.

Mello-Roos Community Facilities District Act of 1982

This program allows a sponsoring agency to issue a special tax bond for a community facilities district to finance public facilities and services such as parks, recreation areas, parkways, and open spaces. Bicycle and pedestrian projects could be included in any proposed public facility.

Local sources

Local Transportation Fund (LTF)

Up to two percent of each county's LTF can be claimed annually by local jurisdictions to be used for installing or maintaining bicycle and pedestrian facilities (Public Utilities Code, Section 99233.3). This amount would provide around \$90,000 each year for bicycle and pedestrian projects. The RTPA may also reserve an amount so designated, up to 2% of the LTF, each year for later allocation to claimants for pedestrian and bicycle facilities or bicycle safety

programs. If the RTPA finds that all or any portion of the amount reserved could be used more appropriately for other purposes, that amount can be added to the total apportionment available the following year. Generally, local jurisdictions prefer to use LTF allocations claimed for street and road purposes for bicycle and pedestrian projects in order to minimize administrative costs. KCAG could apportion an amount of LTF to provide a bicycle facilities maintenance fund. If the funds are not needed for bicycle facility maintenance, the funds can be returned to the following fiscal year's estimated LTF for reapportionment.

General Fund of local agencies

As with any public improvement, local general fund revenues can be used to build and maintain bicycle facilities, or to provide a match for State and Federal grants.

Private funds

Funds from private sources can be used to provide secure bicycle parking at high-use destinations. Such facilities can be required as part of the zoning review processes used by each of the local agencies.

Developer fees

Development fees could be levied and administered by local jurisdictions to provide improvements to accommodate new development.

Development agreements

Agreements can stipulate that developers provide portions of bikeway facilities where the construction becomes a part of the development.

Other local programs

Local agencies may implement other local programs to provide bikeways and bicycle facilities including "adopt-a-trail," symbolic shares in trail right-of-way, and memorial benches. These programs require that private individuals or groups donate money, property, or time for the design, acquisition, and construction of pedestrian and bicycle facilities.

Complete Streets

Many of the needs in Kings County related to biking and, especially, to walking stem from the fact that streets have often been constructed without full consideration of pedestrians and cyclists. This is reflected in the many projects in the Walk and Bike plan that aim simply to install sidewalks along existing roads.

One way for local agencies to address this deficiency is by adopting a "complete streets" approach to transportation projects. Complete streets are those that are planned and designed for safe and convenient access by all users as appropriate—depending on the context of the streets—including pedestrians and cyclists. To simplify greatly, this means building roads with sidewalks and bike lanes or shoulders where pedestrians and cyclists can be expected to use them.

A number of complete streets policies have come into effect in recent years at the local, state and federal levels. Caltrans and the U.S. Department of Transportation, among other agencies, have adopted policies committing themselves to integrate "multi-modal" considerations—that is, addressing various forms of transportation—into their planning activities. Assembly Bill 1358, the California Complete Streets Act of 2008, requires "that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users" While it is not yet clear what effect these policies have had on the planning, design and construction of transportation facilities, they do reflect the growing attention of public agencies to the needs of pedestrians and bicyclists.

Appendix A | Equity and public health data

A-1 | Youth, seniors, household income and environmental pollution

Percentage of school-age youth, percentage of seniors and median household income in each census tract and census block group in Kings County, and CalEnviroScreen (CES) percentile for each census tract (CalEnviroScreen results are not available at the block group level). In cases where a census tract contains only one block group—indicated in the table below by an asterisk (*)—the data is the same for the block group as for the census tract.

<i>Census tract and block group</i>	<i>% of school-age youth</i>	<i>% of seniors</i>	<i>Median household income</i>	<i>CES percentile</i>
Census tract 1	17.5%	13.8%	\$63,125	74.37
Block group 1	11.6%	20.5%	\$48,393	
Block group 2	18.4%	2.7%	\$63,594	
Block group 3	20.9%	20.1%	\$66,484	
Census tract 2	17.0%	14.5%	\$52,750	79.63
Block group 1	17.0%	17.1%	\$54,500	
Block group 2	17.0%	9.9%	\$48,750	
Census tract 3	16.5%	0.0%	\$41,552	81.78
Block group 1	17.1%	0.0%	\$51,293	
Block group 2	15.8%	0.0%	\$35,644	
Census tract 4.02	19.1%	10.9%	\$67,308	67.40
Block group 1	22.2%	14.0%	n/a	
Block group 2	21.1%	12.0%	60,597	
Block group 3	15.3%	7.9%	77,500	
Census tract 4.03	23.0%	9.6%	\$48,615	69.73
Block group 1	21.0%	12.8%	\$42,279	
Block group 2	28.2%	8.7%	\$55,083	
Block group 3	10.1%	4.7%	\$47,235	
Census tract 4.04	20.2%	6.6%	\$54,492	63.44
Block group 1	17.1%	6.3%	\$80,855	
Block group 2	43.3%	7.9%	\$72,115	
Block group 3	32.3%	3.5%	\$31,836	
Block group 4	18.4%	6.3%	\$61,544	
Block group 5	12.0%	8.6%	\$45,127	

<i>Census tract and block group</i>	<i>% of school-age youth</i>	<i>% of seniors</i>	<i>Median household income</i>	<i>CES percentile</i>
Census tract 4.05	21.2%	5.7%	\$38,586	63.22
Block group 1	15.0%	2.1%	\$38,317	
Block group 2	11.1%	9.4%	\$54,712	
Block group 3	35.7%	7.0%	\$33,092	
Block group 4	23.1%	5.0%	\$28,611	
Census tract 5	24.5%	12.7%	\$43,510	77.21
Block group 1	17.5%	4.5%	\$70,313	
Block group 2	25.9%	10.6%	\$44,375	
Block group 3	32.9%	8.1%	\$36,450	
Block group 4	17.9%	21.7%	\$38,210	
Census tract 6.01	25.4%	7.1%	\$86,538	55.90
Block group 1	26.9%	6.3%	\$93,333	
Block group 2	18.7%	10.9%	n/a	
Census tract 6.02	15.6%	15.5%	\$74,270	31.15
Block group 1	18.0%	16.7%	\$55,944	
Block group 2	15.4%	11.8%	\$72,673	
Block group 3	17.2%	23.3%	\$91,418	
Block group 4	7.4%	8.3%	\$135,750	
Census tract 7.01	20.3%	13.8%	\$75,077	47.57
Block group 1	25.0%	12.0%	\$59,792	
Block group 2	15.4%	20.2%	\$58,990	
Block group 3	13.6%	17.9%	\$74,426	
Block group 4	23.6%	7.4%	\$95,625	
Census tract 7.02	18.3%	14.6%	\$56,596	58.15
Block group 1	22.6%	14.8%	\$70,446	
Block group 2	15.3%	14.4%	\$53,542	
Census tract 8	22.8%	13.3%	\$36,765	86.15
Block group 1	24.6%	12.0%	\$35,417	
Block group 2	21.0%	12.0%	\$30,365	
Block group 3	15.8%	23.4%	\$43,750	
Block group 4	33.8%	10.9%	\$58,500	
Census tract 9	25.4%	10.1%	\$34,552	74.61
Block group 1	22.4%	12.3%	\$40,388	
Block group 2	24.0%	14.8%	\$45,975	
Block group 3	27.8%	0.0%	\$49,297	
Block group 4	25.1%	15.6%	\$31,698	
Block group 5	25.2%	6.2%	\$22,106	
Block group 6	34.5%	15.1%	\$35,804	
Block group 7	19.9%	3.1%	n/a	

<i>Census tract and block group</i>	<i>% of school-age youth</i>	<i>% of seniors</i>	<i>Median household income</i>	<i>CES percentile</i>
Census tract 10.01	12.1%	19.3%	\$63,711	66.94
Block group 1	3.2%	19.4%	\$54,632	
Block group 2	13.8%	19.2%	\$63,906	
Census tract 10.02	24.0%	12.1%	\$34,676	82.85
Block group 1	13.5%	12.2%	\$34,712	
Block group 2	22.1%	13.1%	\$27,740	
Block group 3	36.0%	11.0%	\$36,452	
Census tract 10.03	23.4%	7.6%	\$59,132	85.98
Block group 1	24.9%	6.0%	\$60,176	
Block group 2	20.5%	10.6%	\$54,598	
Census tract 11	26.6%	9.9%	\$30,841	97.12
Block group 1	18.6%	11.6%	\$35,577	
Block group 2	26.6%	11.3%	\$27,448	
Block group 3	32.8%	4.5%	\$22,390	
Block group 4	27.0%	12.3%	\$48,750	
Census tract 12	23.8%	10.5%	\$52,500	64.71
Block group 1	20.3%	13.5%	\$49,938	
Block group 2	26.4%	8.2%	\$56,979	
Census tract 13	27.0%	5.9%	\$30,191	87.60
Block group 1	27.7%	4.8%	\$25,882	
Block group 2	26.2%	7.3%	\$31,228	
Census tract 14.01*	19.6%	8.0%	\$38,689	67.27
Census tract 14.02	22.9%	9.9%	\$25,089	77.20
Block group 1	20.3%	12.2%	\$24,432	
Block group 2	24.5%	8.6%	\$25,201	
Census tract 15	21.6%	10.7%	\$33,654	69.01
Block group 1	17.9%	12.0%	\$44,293	
Block group 2	29.8%	8.3%	\$23,333	
Block group 3	28.3%	11.7%	\$33,229	
Block group 4	10.4%	10.1%	\$36,563	
Census tract 16.01	24.3%	5.7%	\$35,399	89.03
Block group 1	21.9%	2.3%	\$36,402	
Block group 2	29.3%	7.7%	\$41,929	
Block group 3	22.1%	9.5%	\$22,401	
Census tract 16.02*^	0.0%	3.0%	n/a	NA

<i>Census tract and block group</i>	<i>% of school-age youth</i>	<i>% of seniors</i>	<i>Median household income</i>	<i>CES percentile</i>
Census tract 17.01	22.9%	5.9%	\$32,432	75.48
Block group 1	20.6%	5.8%	\$34,311	
Block group 2	17.8%	5.5%	\$30,842	
Block group 3	16.1%	13.0%	\$36,250	
Block group 4	31.0%	3.4%	\$25,938	
Block group 5	0.0%	0.0%	n/a	
Census tract 9818*^	0.0%	2.7%	n/a	NA

* Census tracts 14.01, 16.02 and 9818 contain only one block group; the data for the block group is the same as for the census tract.

^ Census tract 16.02 represents Corcoran State Prison. Census tract 9818 represents Avenal State Prison.

A-2 | School meals

Percentage of K–12 students at public schools in Kings County who were eligible for free or reduced-price school meals in the 2016–2017 academic year. Schools are listed by school district.

<i>School (by school district)</i>	<i>City/Uninc'd community</i>	<i>% of students</i>
Armona Union Elementary		
Crossroads Charter Academy	Hanford	73.8%
Armona Elementary	Armona	94.3%
Parkview Middle	Armona	95.2%
California Virtual Academy @ Kings	n/a	56.6%
Central Union Elementary		
Akers Elementary	NAS Lemoore	39.1%
Central Union Elementary	Lemoore	63.4%
Neutra Elementary	NAS Lemoore	50.9%
Stratford Elementary	Stratford	79.5%
Corcoran Joint Unified		
Corcoran Academy	Corcoran	83.3%
Mission Community Day	Corcoran	100.0%
Kings Lake Education Center	Corcoran	81.8%
Corcoran High	Corcoran	77.7%
Bret Harte Elementary	Corcoran	82.5%
John C. Fremont Elementary	Corcoran	88.2%
John Muir Middle	Corcoran	84.8%
Mark Twain Elementary	Corcoran	80.8%
Hanford Elementary		
Hamilton Elementary	Hanford	84.0%
Jefferson Charter Academy	Hanford	47.5%
Lee Richmond Elementary	Hanford	92.3%
Lincoln Elementary	Hanford	97.4%
Monroe Elementary	Hanford	78.1%
Roosevelt Elementary	Hanford	92.6%
Woodrow Wilson Junior High	Hanford	76.9%
George Washington Elementary	Hanford	82.3%
John F. Kennedy Junior High	Hanford	85.9%
Martin Luther King Jr. Elementary	Hanford	88.8%
Hanford Elementary Community Day	Hanford	95.5%
Simas Elementary	Hanford	56.0%

<i>School (by school district)</i>	<i>City/Uninc'd community</i>	<i>% of students</i>
Hanford Joint Union High		
Sierra Pacific High	Hanford	53.9%
Hanford Night	Hanford	87.8%
Hanford Community Day	Hanford	100.0%
Hanford West High	Hanford	60.4%
Earl F. Johnson High	Hanford	71.3%
Hanford High	Hanford	62.2%
Island Union Elementary		
Island Elementary	Lemoore	38.8%
Kings County Office of Education		
Kings County SELPA Preschool	Hanford	0.0%
JC Montgomery	Hanford	100.0%
Kings Community	Hanford	100.0%
Kings County Special Education	Hanford	62.5%
Kings River-Hardwick Union Elementary		
Kings River-Hardwick Elementary	Hanford	31.2%
Kit Carson Union Elementary		
Kings Valley Academy	Hanford	87.3%
Kit Carson Elementary	Hanford	72.4%
Mid Valley Alternative Charter	Hanford	38.9%
Lakeside Union Elementary		
Lakeside Elementary	Hanford	91.0%
Lemoore Union Elementary		
University Charter	Lemoore	35.8%
Bridges Academy	Lemoore	75.0%
Meadow Lane Elementary	Lemoore	63.5%
Engvall Elementary	Lemoore	59.4%
Lemoore Elementary	Lemoore	71.6%
Liberty Middle	Lemoore	65.1%
Cinnamon Elementary	Lemoore	67.4%
Lemoore Union High		
Lemoore Middle College High	Lemoore	20.0%
Jamison High	Lemoore	62.8%
Lemoore High	Lemoore	47.3%

Pioneer Union Elementary

<i>School (by school district)</i>	<i>City/Uninc'd community</i>	<i>% of students</i>
Frontier Elementary	Hanford	44.1%
Pioneer Elementary	Hanford	47.1%
Pioneer Middle	Hanford	37.5%
Reef-Sunset Unified		
Sunrise High	Avenal	87.9%
Adelante High	Kettleman City	100.0%
Primary/Secondary Community Day	Avenal	83.3%
Avenal High	Avenal	85.9%
Avenal Elementary	Avenal	88.4%
Kettleman City Elementary	Kettleman City	91.9%
Reef-Sunset Middle	Avenal	89.1%
Tamarack Elementary	Avenal	97.0%

Appendix B | Needs assessment comments

Contents

B-1. Survey question #6 (other general challenges to walking)	158
B-2. Survey question #7 (additional information about walking)	159
B-3. Survey question #8 (pedestrian improvements)	167
B-4. Survey question #9 (other general challenges to biking)	174
B-5. Survey question #10 (additional information about biking)	174
B-6. Survey question #11 (biking improvements)	179

B-1 | Survey Question #6

Have we forgotten any general challenges to walking?

1. It is tiring.
2. There need to be more stop signs.
3. No area to hydrate like a water fountain.
4. Fences, aggressive dogs, overgrown trees or weeds blocking path.
5. Availability of paths in scenic settings.
6. Random people walking that are weird.
7. There is a dog that has no fence and is not hooked up to something.
8. Walking is hard.
9. Kidnappers.
10. I'm just lazy about long walks.
11. Road work.
12. Drunk or crazy people.
13. There are no designated walking paths. You just have to walk in your neighborhood where there are cars, missing sidewalks, broken sidewalks or dogs NOT on leashes.
14. Homeless people.
15. There are not a lot of crosswalks where I walk.
16. Water fountains.
17. There are many people in Hanford that run regularly as well and there are also no real places or paths to run safely. You are forced to run on the road or sidewalk. It is often not safe. There are communities such as Visalia and Tulare that have invested in pathways designed for runners and cyclists that provide a safe alternative.
18. Pet dogs that are off leash.
19. Cold weather.
20. Yes, because it is sometimes cold in the morning.
21. Burglars.
22. Yes, some of the homeless people are crazy sometimes.
23. You think someone is following you.
24. People that you don't know and they walk with you.
25. Cars don't let me cross the street.
26. When people are not watching when kids are crossing/walking to school.
27. Through traffic does not stop.
28. Walking home with a stranger following along.
29. The walks are sooooo long.
30. Gangs and graffiti.
31. The only thing I could think of is hoboes and drug-addicted people.
32. I feel like a lot of kids in Hanford walk outside, to destination, school, etc. The problem is that there are predators, kidnappers, and creeps. A solution for this could be that any child who walks outside a lot, alone, should be given a free necklace that I've heard about online. The necklaces can make a screaming voice if you just press the button on it. This can scare anyone away from any children or pre-teens.
33. Gang areas.
34. Railroad crossing.
35. Strangers.
36. Fallen trees.
37. Also, bike riders riding too fast and can run you over.
38. Walking in the fog is very dangerous, especially with people who drive while on their phones.
39. Some people often get the wrong impression of people walking late at night. For instance, police sometimes find it suspicious.
40. When people race in town.
41. Not really, but water fountains would help.
42. Time can be a really big problem and also the energy. Some people are too exhausted to walk.
43. Safety of community.
44. Greater separation from roadways for personal and family safety.
45. Walking on the sidewalks you have to deal with driveways, up and down no flat paths. In Lemoore,

the only path to the college is not maintained. Trees, grass are dead and dying.

46. Safety.
47. Air quality is bad.
48. Speed bumps should be placed by busy school streets.
49. General safety of the neighborhood, nearby motels have criminals, drugs, prostitution in them.
50. Safety. Would like boxes with buttons that alert police if need them, like on college campuses. Not sure if that is realistic.
51. Construction reroutes.
52. Large farm equipment overlapping the road.
53. People riding their bikes on the sidewalk.
54. No curb at the corner of certain intersections.

B-2 | Survey Question #7

Where (if at all) do you walk for recreation or transportation? What do you most enjoy about walking there? What do you like least?

1. I walk or rather run around my neighborhood. I like it because there are a couple of parks close to my house to take my children to. Plenty of sidewalks to use.
2. I enjoy the scenery when I walk/skateboard to the park.
3. Around my block. I enjoy walking wound my block because its near my home. What I like least is that my block isn't very big.
4. Fresh air.
5. Park, store.
6. I like how my destinations when walking or riding aren't bad but I don't like how certain destinations have a risky path to get to.
7. Our neighborhood.
8. Silver Oaks.
9. The tress and cool plants I see on the way.
10. I walk to my grandparents' house and sometimes to the store.
11. I walk home from school a few times every week. The thing that I like about it is that I get home faster because I don't have to wait for my mom to come and pick me up, but I don't like walking by myself.
12. I sometimes walk to the store by my house. I enjoy just being able to go there and get things I might want or need. I also walk to the church by my house.
13. What I like the most is that I get to be outside in the sun and I get to see my neighborhood. What I least like is that there are some broken sidewalks and big cracks in them as well.
14. To the store. The only thing I don't like it I have to cross a busy street.
15. To the bus stop and home from school. I like walking with my friends.
16. There is not so much shade.
17. Sometimes I walk to school and to friend's houses. I like how peaceful it is. I don't like walking in the cold or heat.
18. I usually walk to the park, but on the way there, it's somewhat difficult because the ground is uneven. I enjoy walking there because I like running through the grass.
19. I don't walk that much to get to school, seeing how there's a long road that I have to follow down. It could be dangerous to cross the road. Walking is great exercise, but it is dangerous as a child to walk alone to school.
20. I do not like walking because it takes a very long time to get somewhere.
21. I walk from school; it's boring.
22. I like walking to the park with my dog.
23. It gets you out to see new things.
24. I walk from school to home and I like walking with my friends, but sometimes it's really hot.
25. I like exploring the outdoors.
26. Go with friends.
27. My son walks from Flint and Glacier to Pioneer Middle School. There is no sidewalk for approximately ½ a mile on Flint West of 11th Avenue and he along with many other children must walk on a 6" piece of asphalt roadway while cars drive past at 40+ mph.
28. I enjoy walking to the park. Once you get to the park, it's so beautiful and it was worth it.
29. I like to walk at Hidden Valley Park because they have a track you can walk, a nice duck pond, water park, and jungle gym for older and younger kids.
30. Me and my family walk even sometimes ride our bikes to Hidden Valley Park and play on the playground play with our dogs in the dog park area.
31. I walk to school sometimes, but usually I ride my bike but sometimes I walk. I most enjoy walking with my friends and feeling like I accomplished something for some reason.
32. I mainly walk my dog around Lemoore. Nothing much to enjoy but lots to dislike.
33. What I like the most is that I get to walk around my neighborhood.
34. I walk in my neighborhood. It's convenient.
35. I enjoy walking to school because I can talk with my friends and it's fun to be with your friends while walking. What I don't like about walking is when my friends leave.
36. My least like is no sidewalk.
37. I walk my dog to our neighborhood park and I like walking because it takes my eyes off my phone.

38. I never walk because my parents don't trust me.
39. I like walking to my bus stop because I am not inside and trapped. The thing I don't like about walking is I don't want to be kidnapped.
40. I walk to the park. I like walking to the park because if I see my friends then I would walk around with them. I do not like to walk to the park because of mosquitoes.
41. I like to walk to the park that is near my house. It is commonly very fast and simple and there is a lot of shade along the way. I don't like the construction and the sometimes slightly drunk drivers.
42. Walking home from school or to and from the store.
43. I like walking to my friend's house because the trail to her house is nice. I do not like walking there because the walk is long.
44. I don't like that it's cold outside.
45. To a neighborhood park, or drug store. It's a nice change from driving, and allows me to get in extra steps.
46. To walk by myself.
47. I used to walk around my neighborhood. They cut down all the trees that gave shade to us. So now it is not so nice.
48. I run in the Short Acres neighborhood and beyond. It has well established trees and wide street.
49. I tend to walk to the stores and parks with my cousins. What I enjoy the most is the beautiful nature. What I strongly like the least are stray dogs.
50. Walking toward 11th Avenue from Quail Run & Stonecrest neighborhoods on Flint. Our family and neighbors particularly students like the proximity to Pioneer Middle School and the high school bus stops. We don't like missing sidewalks—feels less safe for walkers.
51. Around the neighborhood.
52. Around my neighborhood. My middle school-age son walks to and from school. Streets feel safe and generally clean. It is rather dark at night.
53. I walk around my house. 14th & Grangeville, on the back roads.
54. No rest benches.
55. Park in neighborhood. Most: seeing the neighborhood. Least: weather.
56. My neighborhood, walking my dogs. Neighborhood is generally friendly except occasional kids in cars harassing me.
57. To Pioneer Middle School for son's games. There needs to be a sidewalk from Glacier to 11th on Flint Ave.
58. I walk along the last ditch canal and near the orchards there because there are trees and nature. It would be nice if we had more natural areas in Kings County.
59. Recreation: Walk in the area of 11th Ave, and Douty between Flint and Fargo. Transportation: 11th and Tarragon to Pioneer Middle School.
60. My street. It is beautiful with nice trees for shade in the heat. However, there are lots of cars and intersections to be aware of.
61. My wife and I walk around town for the exercise. We take various routes and distances depending on our mood. We are learning which areas do not have safe sidewalks and simply avoid them.
62. I walk around my block and I like the freedom but I don't like random people talking/staring at me suspiciously.
63. I walk to the mini store or to Centennial Park. I like walking there because I could get more exercise or get something from the store. I do not like to walk at Freedom Park because of the ducks, hills, and holes in the ground.
64. Freedom Park. Around Woodrow Wilson.
65. I walk on my sidewalk and I like the fact that it is wide so I can ride my bike.
66. The mall—we get to pass the big houses and hospital.
67. Least: Cars not paying attention to walkers who are not in a designated walking area because there isn't a designated walking area. I would walk more and for different reasons, like work, if I felt it was safer.
68. I like to walk around my subdivision.
69. I generally walk around our neighborhood. I prefer to walk that area because it is a safe area and my children are familiar with the area. The main problem is the drivers. It is a road where cars drive fast.
70. I walk for exercise in the neighborhood I live in. I enjoy the clean neighborhood and the walkways are up to date and safe. I do understand that there are areas in town where safety would be an issue though.
71. I walk to the park. I enjoy hearing the birds sing and to get some fresh air or maybe read a book. There is nothing that I don't really like.
72. Enjoying the beautiful weather.
73. I sometimes walk from school to home. What I like is that there's a path but what I don't like is when it gets cold and dark.
74. I walk from school to home and sometimes I got to little stores. I like when my friends are with me, and I dislike that I don't have shade, crosswalks where there needs to be one, safe drivers, and drivers who listen to loud music that I don't want to hear.
75. The bus stop to go to school.
76. Something I like is being in the fresh air.
77. To school, home.
78. I walk to the corner store, to my grandma's house, and to the bus stop.
79. I like to walk instead of getting a ride from my mom.

80. I walk to and from school, and there's not enough shade or water fountains.
81. The breeze.
82. To school.
83. I walk down 11th Ave. between Fargo and Flint. It is a straight shot. Very seldom are dogs roaming freely, I only have to worry about cars when I cross over the street to get to the other side and the sidewalks are fairly new.
84. Store, that I could have some time alone.
85. Martin Luther King Elementary School. Seeing the school. Getting too tired.
86. I like to walk because you get to have fresh air. I like most about walking is seeing the outside and get to know people. I don't like dogs that are loose because I don't feel safe, because every time I walk, dogs try to scare people and get off the road.
87. When me and my cousin get off school we walk.
88. I walk home from school for transportation. I enjoy the silent walk.
89. Walking to the park to go have fun with my friends. What I enjoy the most is that we kind of just do what we want. The thing that I don't like the most is I have to walk kind of far.
90. I love being outdoors and having picnics at local parks with my family and friends. Sometimes it is too hot.
91. I enjoy walking with my sisters.
92. To the park.
93. We only walk when me and my cousin are off of school and we walk a lot and we would walk on the good side not the bad side.
94. Walking to my friend's house it takes a while to get there.
95. The fun when I get there. Waiting for heavy traffic.
96. I get to hang out with my friend. The weather.
97. I run regularly, at least 5 times a week, and end up on the street or sidewalk as we have no dedicated pathways through the city and it forces cyclists and runners onto the road in harm's way at times as there are no alternatives.
98. I enjoy going to the stores but one thing I like the least is that there are a lot of people smoking there.
99. Most of the time I walk to get to my grandma's house. What I like: Meeting new people, talk to people. What I least like: the hot weather.
100. From M Street and Cross down to Cartmill or Merit. I enjoy the scenery and safety of the neighborhoods where I walk. I do not enjoy loose dogs, cars parked on sidewalks, or drivers not looking for pedestrians crossing at night.
101. It would be fun if you added misters along the path.
102. I walk to my house once I get off the bus and the thing that I like about it is I can walk with my friends. The least part I don't like is the traffic.
103. I like walking because it is exercise.
104. That there is a lot of space. What I don't like is that there are uneven sidewalks.
105. Why I like walking around the park it is good exercise. What I don't like walking around the park is we always have to step to the side for others to walk.
106. I like to walk to my cousin's but there are too many stray dogs.
107. I like walking to school because I like it in the morning. I don't like sweating.
108. Walking to school my I enjoy the colorful trees my least part is when I have to cross the road and cars keep on driving.
109. I enjoy the people I see. I hate the cold weather.
110. That I am with someone.
111. People smoking.
112. I don't walk and I least like about it is takes too long.
113. Something I like the most is going outside and riding my bike. Something I like the least is homeless people.
114. Least: my legs hurt. Best if better shoes.
115. I like walking alone but sometimes I bring older siblings. I take the street by the Hanford library and I get happy walking down that path.
116. I walk to the park. I like the path I take because there are no stray animals. I don't like the broken sidewalk.
117. I like when I walk because I could find new shortcuts when I'm walking.
118. Cars, dogs.
119. For it to not be cold when walking. I do not like to walk that much.
120. I like walking because it's cooling. I don't like walking because of stray dogs!
121. I like walking alone mostly because it's more peaceful.
122. I walk home. That dogs get out of their gate.
123. Getting strong from your legs.
124. I walk to school in summer. Two reasons that I like walking to school is because sometimes you could walk with your friends and sometimes it's the perfect weather. Two reasons I dislike walking to school is that sometimes you have to walk alone and sometimes it's too hot, cold, foggy, etc.
125. The most thing I like about my house is that I live close do the downtown and in the afternoons we go to walk once or twice a week. The most thing I don't like is that some time cars go and make lots of noise.
126. I would walk to my high school or to the RAC. The thing I enjoy most about walking here is the crosswalks where I can safely cross. I don't like

- crossing over near my high school because usually cars don't stop there.
127. I sometimes walk to school and sometimes not. All the times there are dogs barking. The thing I like is the nature.
 128. What I like about walking is that it is quiet. What I least like is that it is too windy.
 129. I like that I can get fresh air and I can visit my family members. What I like least is that people are walking and the cars.
 130. To the store and I walk back safe.
 131. The thing that I like best is getting to get exercise by walking. The worst thing is when there is fog and I can't see the street or cars.
 132. What I do not like about it is the cars. They drive too fast and they do not let us cross. Only some people let us cross.
 133. The park is a cool place I enjoy. I go there every day when I'm free. But it's hard sometimes to get there when the road has lots of wood chips or splinters that pop my tires or get into my feet and shoes. So now I don't really trust taking my bike or myself out to the parks that much.
 134. I walk around town with my dad. I like walking because I get to see new things.
 135. I like walking around the neighborhood or go to the park and walk around for a long time and walking from school. I most enjoy about walking is you get free time to just be fresh and good and I like being healthy and strong and you get a lot of energy. I really don't have anything I like least.
 136. I walk to school for transportation and sometimes to the store. What I enjoy most about walking to school is that there is enough safe sidewalks in my path but I do not enjoy how far school is from home. While walking to the store I enjoy all the amenities in my path but I do not enjoy that there's not enough crosswalks or there's signs that say "thru traffic does not stop."
 137. I walk to school and I don't enjoy it. I only walk there because I have to.
 138. I walk around Freedom Park and to the store. I mostly enjoy talking and hanging out with my friends. How many dangers there are with walking.
 139. I usually walk to school and it's pretty cool.
 140. I walk to school every day and from school back home and I don't like it sometimes because it gets hot and it takes a long time.
 141. I like walking to the store because I live next to my cousins and they live right next to the store.
 142. What I enjoy about walking is the exercise you get from walking. What I like least is there's a lot of speeding cars.
 143. I like meeting up with my friend to walk to school.
 144. I never really walk to school but I always walk back home.
 145. I enjoy going to the park.
 146. What I like most is to go to my friend's house. What I like least is there are a lot of stray dogs.
 147. I walk to school from my house but I don't if I am almost late. I do not like the cold air outside.
 148. I walk to my friend's house. What I like about it is that I get to go and spend time with her. I don't have a reason that I don't like.
 149. I like to walk to my friend and what I don't like is there is a lot of speeding drivers.
 150. I like to walk to the park to play basketball.
 151. I like to walk to my neighbor's house and to my friends. I don't like to ride a bike.
 152. I like to walk home from school but I don't like to wait for all the cars.
 153. The thing I like the least is that there are dogs.
 154. I like to walk around my neighborhood because it is beautiful.
 155. I like to go to the park, but a lot of gangs hang out there and somebody was once killed right across the street. There are so many vicious and angry dogs that always are barking at people and escape from their house.
 156. I like to go to my friends. I don't like that sometimes cars are going too fast. I like that my friend is three blocks down the street.
 157. I like to go to my friend's house. I like it because when I get there I can play with him. I don't like it because the walk is too short so I don't get that much exercise.
 158. I walk around the neighborhood and it's fun but it's kind of dark.
 159. I like to walk to my cousin's house.
 160. I like to go to the park. There is too much speeding.
 161. I like that you can feel the nice air but what I do not like is that it gets hot and it gets cold.
 162. I enjoy Freedom Park because I enjoy walking with my family.
 163. I walk to Freedom Park for recreation or transportation. The thing I enjoy most about Freedom Park is the swings because that is pretty much the only thing you can do and I like to bring my electric go-cart. The thing I don't like about Freedom Park is when I have to go slow on my go-cart because the people walk too slow.
 164. I enjoy walking to the store. But sometimes there are crazy drivers. Also aggressive dogs. there are also lots of dangers areas and broken sidewalks. The store I walk to is Save Mart.
 165. Usually I'm walking to Freedom Park. I love walking their because it just gives me great exercise and just to enjoy the breeze!

166. I walk to the bus to get the school in the morning.
167. I go walking in my neighborhood, Country Crossings, usually just to go home or to go to my nana's house because she lives in the same neighborhood as I do, really close by. I also go walking with my papa on the track at the high school Sierra Pacific. I enjoy walking in my neighborhood because I feel safe and the neighbors are friendly. One thing that I do not like about walking at Sierra Pacific is that the dirt trail that you have to walk to get to the school is usually uneven, but they sometimes even it out.
168. Where I like to walk is the park because what I like is that the people in my area are really nice so that's good.
169. I usually walk to Hidden Valley Park with my mom and my sister.
170. I like going to my cousin's house that's in the Vineyards, and we play at the park, and play soccer, and more, but I usually can't because my mom doesn't let me cross Grangeville.
171. Walk to my grandma's house in the Vineyards and what I enjoy the most is the scenery outside the community. What I like the least is distracted drivers.
172. On all the parks in Hanford, Lemoore, etc.
173. I walk to Save Mart because it's only a 10-15 minute walk, and sometimes we don't have gas to be able to drive over there. Everything is great except for the crazy drivers (drunk, speeding, tired, etc.) Also the delayed railroad crossings when a train is not too far away from coming through. The dangerous intersections around Subway and Walgreens.
174. I mostly enjoy walking to Freedom Park.
175. I like going to the Vineyard Park. It's fun! I like going there because it has a lot of grass to play on and it has a water fountain for tall people, short people, and even dogs!
176. I walk home from school, but the way to my house is really long and sometimes there are people who drive who don't pay attention to the kids walking home.
177. Least: the park at night. Safe: to my friend's house. Strangers hide in the bushes at the park and will snatch you up like that.
178. I walk with my friends to the 99 cent store and comer stores. The thing that I enjoy the most is that I get to have some exercise in my day. The things that I dislike the most are when it's somewhat cold weather and it's dark sometimes due to the season we are experiencing at this time.
179. I like stopping by the store and buying gum.
180. I walk home from school almost every day and I really like it because it gives me a chance to hang out with my friends outside of school. It is also cool that I stop by the store and get a drink to enjoy. The only thing I'm really concerned about is my little brother's safety walking out there with me. I can only do so much.
181. I enjoy walking and spending time at Freedom Park. It's really nice to hang out outside and enjoy our wonderful weather, but it's difficult because people stand in the bike lane and don't understand that bikers are moving fast and it makes it difficult to move around them.
182. I like walking with my friends to the store.
183. I walk to school, the park, and around town when I'm bored.
184. I walk to school as transportation. I most enjoy the trees on my way to school. I least like that teachers get mad when you're late. Some people just live far and walk to school.
185. I walk because sometimes my mom can't take me to school. What I like about it is that it's good exercise. What I don't like about it is that it's cold in the morning.
186. I like walking to the CHS track to exercise.
187. School. I don't like how there is a busy street I have to walk by (Dairy).
188. I don't walk for fun because it's not fun to walk around our town.
189. I walk to the gym with my friends sometimes, listening to my music on the way there. The thing I like least is crossing at an intersection where it is too dark or unsafe.
190. Parks. I like that there are no cars, and it is usually quiet. My kids can run free and I don't have to worry about them getting hit.
191. I always go to Hidden Valley Park in Hanford.
192. I love the trees at Centennial Park. I dislike the intersection at 198 and 11th.
193. The music to keep me going and to just look around town see what's new or still there.
194. I don't like how strangers come up and ask me questions.
195. Sometimes I walk for fun around my neighborhood or going to the park. I enjoy going to the park because of the even sidewalk that makes walking enjoyable, the shade from trees and the benches. I don't enjoy when there is a lack of sidewalk which forces one to either trespass and step on people's lawns or walk close to oncoming traffic.
196. I tend to walk around my neighborhood or I utilize the walkway near St. John's River. It is peaceful and relaxing to hear the sound of the water.
197. To the book store. They have manga.
198. I like walking to the park with my family. I like going there because at the park they have swings, a playground and a water structure.

199. My wife and I walk/bike around central Hanford. We enjoy large old trees. Diverse architecture. Enjoy least stray dogs and homelessness problem.
200. I walk to the store. See people. How much things cost.
201. I go walking in the park and what I like about it is that I get exercise and that is very healthy. What I dislike about walking to the park is that it is the nearest park to where I live and still takes me around 30 minutes to get there.
202. The park, my friend's house, or school.
203. I walk to the store with my friends.
204. I walk to the park.
205. I like walking a lot and to get to exercise. When I was little I used to walk a couple houses over to go to the school bus every day.
206. I walk to my friend's house that is around the corner. I also walk to my other friend's house and her house is a couple blocks away. I also like going around my block just to walk or ride my bike. I like walking to my friends and I like going around the block.
207. I like to walk for fun. I like it because it is awesome. I don't like the heat.
208. I like seeing nature, and sometimes I take pictures of it.
209. To walk with my friends.
210. The gas station. I like going there because it's close to where I live.
211. I walk for transportation and I like how it is quiet. What I don't like is how I get bothered on the street.
212. I hate the honks of horns.
213. My family walked around the block a few times hunting for Pokemon. I like the view of the places we walk around. I hate when it's too dark but mom and dad calm me down.
214. I like walking with my friends. The least thing I like is when it gets too cold or too hot.
215. I walk to school in the summertime. Two things I enjoy about it is that sometimes you can walk with friends. Another reason is that sometimes it's the perfect weather. Two reasons that I dislike is that sometimes you have to walk alone. Another reason is because sometimes it's too cold or too hot or foggy.
216. I don't like that when you walk you can get foot cramps or leg cramps. I would walk to places like the park, around the block, and to a friend's house.
217. Coe Park, Centennial Park. There is no crosswalk between 10th Avenue and 11th Avenue on Hanford Armona Rd. There should be crosswalks marked for safe crossing.
218. What I like about parks is that you get to enjoy time with my family.
219. I would like it for good health. But it would get boring.
220. I walk in my neighborhood and in areas around it. I don't like speeding drivers and I like the parks along the way.
221. I walk home from school the thing that I most enjoy is that I get pomegranates when I walk down the road and the thing I like the least is crossing the street because the cars go fast down the street.
222. Honking of horns.
223. I love riding my bike around town. I go to the park often and walk around downtown. The least I like about it, is it's freezing. There are too many people who don't pay attention and can run you over.
224. I enjoy walking at Freedom Park because it's safe, quiet and lovely there.
225. I walk to Rite Aid and Chevron with my parents and my dog. I like to walk there because it keeps me entertained.
226. I like walking around my neighborhood. The least thing I like is when I have to share the sidewalk.
227. Hidden Valley Park. Downtown Hanford, I like the destination and riding down Irwin St.—very wide and room to ride.
228. Well sometimes I just walk with my mom for fun and I like it because I can see pretty cool stuff neighbors have. But what I don't like about it is that sometimes when we walk I forget to bring myself a drink and when we're walking I'm thirsty.
229. I walk to the park and I love that it is so calm and you could do a lot of stuff.
230. I like to walk to Elm Street because it is fun and safe.
231. I never walk anywhere in Hanford.
232. My family and I walk around Armona Elementary School on a regular basis. I enjoy the sidewalks and the absence of heavy traffic in the after-school hours. When walking our dog on a leash, I am always concerned about stray dogs.
233. I usually walk to school and home from school and it is not tiring if you have friends with you.
234. I like walking home from school.
235. I like how you feel accomplished from walking to point B from point A.
236. To downtown. At night there aren't too many lights so it's dark on the main streets.
237. School.
238. To home or school. Sometimes when I'm walking and feel people's eyes on me or someone behind me, I feel unsafe so I walk faster. I ride my bike to the donut shop sometime and I get scared because of there being no crosswalks over there.
239. The center of Hanford because Superior Dairy is over there.
240. I like walking to Elm Street because it's safe.
241. The park, grandma's, around the block and on my street, etc.

242. I like walking to go somewhere because you get to see beautiful things outside like trees and flowers.
243. Having my own time alone.
244. The park, school, soccer.
245. I like to walk to Ivy street to get to the Ivy store because it is closer to where I live because I live on 11th and Brown Street so I don't have to walk that far.
246. I walk every day to school unless a friend gives me a ride and that never really happens. I don't like walking. It's too cold or too hot.
247. I like walking by the main street since there are stores and it is a place where you can see people from our community.
248. I don't really walk to a particular place, but I do tend to wander off to relax. I take afternoon walks and sometimes run down to the park. This makes me feel relaxed and less stressed. I enjoy the trees and greenery most of all, especially the flowers.
249. For eco reasons.
250. Walking around with my friends knowing I'm safe.
251. I like walking around this time of year because of all the Christmas lights. It lights up the whole neighborhood. It looks so good, especially at night.
252. I sometimes walk to the stores instead of a vehicle for healthy and environmental reasons.
253. I enjoy walking in the park or going with a friend to go get a bite to eat.
254. I walk to school. I enjoy the exercise that I get but I dislike the weather.
255. Sometimes after school I walk to the gym because it's so close. What I like about it is that the distance is so short so I get more time to work out.
256. I walk from the high school down to Rite Aid to John Muir. I enjoy it because for the most part there are sidewalks. I don't like how narrow the sidewalks are because many kids from John Muir walk the opposite direction as me and it gets really clustered. Also, there are bushes that stick out that make it worse. I and other people have been hit by them.
257. I drive and do not walk in town unless it is with friends because I live on the outskirts of town and am not in town that much.
258. Well, I walk to school mostly but I live across the train tracks where it is hard to get to school on time. But I think the time I did enjoy walking was to a friend's house or to the library in the summer. I just wish the weather was better in Corcoran when I walk but I just got to deal with it.
259. The park or the library. I enjoy walking there if it's cold outside or warm. I don't like how there isn't a crosswalk to get to the library. You just run across the street.
260. I walk to school or home sometimes. I don't like the distance because I get tired but I like being able to relax.
261. Walking to the park is fun because you get to see your friends passing by but it's unsafe because there are stray dogs.
262. At the RAC because it's open and surrounded by trees; however, there are some homeless people around now.
263. YMCA. The area is huge where people can exercise or hang out with friends. The issue here is that there are areas where the light doesn't reach which leaves it risky to walk there at night.
264. I walk to school every once in a while. Some people are crazy drivers on the main roads. I try not to walk on busy roads so I'm safe.
265. I like walking to take 10 but I dislike crossing the four-way stop because I feel like I don't know when to cross.
266. Walking by the fire station park because it gives a different feeling from other parks. More peaceful and cleaner than most.
267. I walk home. I enjoy it because I get to be at a comfortable place. The thing I don't like about walking home is that the cars can get too close to me whenever I cross the street.
268. For recreation I walk around parks because I enjoy taking pictures of nature. For transportation, I often walk to school or practice which I really dislike because my backpack is around 45-50 lbs. and it really hurts my back to walk that distance.
269. I like to walk at the RAC because the sidewalks are not broken and there is enough light at the park and around the streets.
270. Walking to the library, to the park, and to school help me gain energy throughout the day. It helps me focus more when I am at school.
271. I walk to school every school day. I enjoy looking at the trees as I walk by people's homes, but the least thing I like is broken sidewalks.
272. I walk the most to school. I enjoy walking very much because it gives me time to think and it distracts me from social media and my cellular device. I dislike the cars that do not stop for crosswalks or are too distracted to notice.
273. I walk from school to my house frequently. I enjoy the walking in the fresh air. I think the least of what I enjoy when walking is how there isn't crosswalks on my path home so cars can give me the right to cross the street.
274. I walk for transportation to school and from school. I enjoy most coming from school on Fridays. The least is walking to school in the mornings when it's very

- cold and sometimes even foggy, I cannot see the cars when crossing the road.
275. I walk to work and school. Just walking passes time. And what I don't like is sometimes it's dark or people drive dumb.
276. I walk to the local grocery store to get food, or to the local drug store for an Arizona when it is hot out.
277. Around town mostly, it's always nice but not the safest.
278. I just walk to school and back then sometimes I would go to a friend's house.
279. Well I mostly either walk to school then walk home and at school there are my friends and I mostly walk to friend's house because I prefer to walk.
280. I mostly enjoy the people I see when I pass by, and my least favorite thing is how long it takes to get from point A to point B.
281. Around the schools. There are wider sidewalks and more light.
282. I like to walk, not ride bikes.
283. I really don't walk anywhere for transportation.
284. I walk at the park because it is a nice place.
285. I like to walk and run around the Corcoran High School track. I just like running here knowing that I am safe in a fence so not just anyone can come in and try to hurt me. I also like that I don't have to worry about stray dogs coming in because they scare me a lot. For transportation I walk to my grandma's through Whitley, Dairy and Garvey. I hate having to walk to my grandma's house because there are a good number of stray dogs on that side of town and they scare me. Mainly Garvey and the surrounding streets is where the stray dogs are.
286. I like the fact that it feels good in the morning with fresh air. I don't like the distance that much.
287. I like walking so I can listen to music and it's good for my body.
288. I walk to soccer practice to get a warm-up. I just don't like that it takes me a few minutes.
289. To the post office for mail and around the neighborhood. Lemoore High School and West Hills College for recreational use.
290. Park strips with dirt trails and trees in publicly visible area adds greater safety and enjoyment. Especially when there is at least a 1 mile circular radius route.
291. Hanford has some well-designed pedestrian facilities, most constructed between 1930-1950. Wide sidewalks, setback from roads, etc. Since then the city has allowed the construction of poor facilities or even areas totally without facilities (Short Acres).
292. We walk in the fields behind our home, flat path, do not like the dusty path. In winter it is too muddy and we are forced to walk in Lemoore where we deal with the uneven sidewalks.
293. Every morning before work I go to Freedom Park. I like the openness, cleanliness and safety the park provides during the day.
294. Hanford, brings happiness. Heat in the summer, people who don't obey traffic laws
295. Through the main streets. It just feels good to walk and to get that exercise in.
296. Hidden Valley Park Area, YMCA to County complex.
297. Walk around my neighborhood.
298. I walk in my neighborhood in Lemoore or around one of our local parks. I like the shade trees and sidewalks.
299. For exercise.
300. In the hills behind City Hall and the High School, on San Joaquin St. to the post office. Usually peaceful walks.
301. Walk around my neighborhood—good sidewalks, safe.
302. Around my neighborhood, The Vineyards housing off Fargo and Fitzgerald. I enjoy walking around the grassy park. However, the street lights are horrible and they barely light the streets and sidewalks.
303. When I'm able to walk, I still walk here in Short Acres. It's beautiful, very little traffic, very few dogs if any. I wish we had sidewalks.
304. Kids and I walk to the local park that was just built and to the shopping centers. We love to play visual games and just talk about life.
305. I do enjoy walking in Hanford.
306. Around my block.
307. To the local park about a half mile from the house. It's great this time of year. It can be dangerous after dark as we live in a poor neighborhood and some of the gang people cruise around after dark.
308. I have used Freedom Park for regular exercise and I do enjoy that park. I have only felt unsafe on once instance. I now live near Hidden Valley and find the lack of paths and sidewalks to be a huge issue especially for the safety of those attending events at the park with no parking alternatives than the street.
309. Around my neighborhood. It's mostly quiet and is well maintained.
310. Sometimes we walk when we are in downtown instead of moving the car repeatedly, like from the Fox Theatre to the Library. Also we sometimes ride the KART bus into town and walk from Target shopping center to Walmart and back.
311. I live in Lemoore. I walk at the soccer/softball complex on 19th Avenue (right next to Hwy. 198). The back side of the walking trail (along the top of the complex) is rough terrain and not well lit. I do not feel safe walking there.

312. In the country. I like the space and the scenery. I don't like the dust and the pesticides. Also, hunting season makes it less safe.
313. I walk daily on our family farm. We have a long drive way and a dirt road that leads to the Kings River. I enjoy being out in the fresh air and walking our dogs. It is very peaceful. I live 5 miles north of Hanford, and is too far for me to walk for transportation. I did join some friends for walking at a park in South Hanford. I enjoyed the park, the people walking and children playing were smiling and enjoying the park.
314. I usually walk for recreation around Cinnamon Street and E Hanford Armona Road. The sidewalks are fairly well kept, but there are some areas where it has lifted due to trees on Cinnamon and I have tripped. I would like to see more street lights on East Hanford Armona Road (the areas between Liberty Street and Lemoore Avenue). The trees make the street very dark at night.
315. We walk twice a day when the weather permits on our breaks. My family and I walk most evenings for exercise on the walking trails in Visalia.
316. The large park across the street from my house. It has a very nice playground, and a large grassy area. Most residents from our subdivision are there nightly either walking along the path, or riding bikes around.
317. Walk to the mall.
318. Walk around the farmers' fields by my house.
319. In my neighborhood for exercise. I live in a safe neighborhood so walking during the daytime is never a problem. However during the week, I walk early in the morning and don't like to walk by myself because I am not certain it would be safe.
320. Walking from home to Centennial Park or south on 11th to Houston. It's familiar territory and close to home. People riding their bikes on the sidewalk is the greatest concern. Especially, when a bike lane is available.
321. Various locations throughout the NW part of town.
322. Downtown, Lemoore Ave, Fox Ave.
323. Neighborhood and main streets.
324. Fox, Cinnamon, Liberty, Hanford-Aarmona.
325. I just walk my dog in my neighborhood and sometimes to the Starbucks or mini mart on the corner. I most enjoy being outside near trees, bushes, flowers and birds. I least enjoy the traffic noise and emissions from vehicles.
326. I use the walking track at Lemoore Recreation. I enjoy the fact that it is safe, the cushioned track, out of the weather, and the friendly atmosphere.

B-3 | Survey Question #8

What is the one thing (or things) that you would do to improve walking in your area?

1. The thing I like least is the one crosswalk for my children to get from our neighborhood to the middle school on Douty and Fareway Ave. My son almost got hit one day when both lanes of traffic had stopped but some jerk decided to go around the stopped traffic and proceed through the intersection almost hitting my son and his friend. It would be nice if the crosswalk had the flashing lights like the one down at the high school. Maybe that would be one more added measure of safety at that crosswalk to alert motorists that there are pedestrians in the crosswalk.
2. I would fix the sidewalks.
3. No, my neighborhood is somewhat new so there is no need to change it.
4. Get sidewalks, more street lights.
5. Have another path for cyclists that isn't too big or small so both the people walking and the people driving don't get hit in the process of moving from one place to another.
6. More yield or stop signs needed in the development near Frontier Elementary School.
7. More trees and fix the sidewalks.
8. I would want to add a park and trees so people can walk to the park and relax when they're tired under a tree.
9. I think that everything is fine and that the drivers are good, there is a lot of shade trees along the way, there aren't many stray animals, and the roads aren't broken.
10. More sidewalks.
11. Some more crosswalks or ticketing unsafe drivers to keep everyone safer.
12. I really don't have any suggestions about walking.
13. More stop signs.
14. A bench.
15. I would make more sidewalks and make some more crosswalks closer to schools.
16. I would like there to be a crossing guard at intersections.
17. I wish drivers were more careful.
18. I think that the sidewalks should be leveled out because when you're riding your bike or walking you could trip over the unlevelled sidewalk and get hurt.
19. Putting up lights along the sidewalk.
20. School crossing guards.
21. I would put crossing guards by the school to keep it safer when going to school.
22. More crosswalks.
23. Fixing the sidewalks.

24. My son walks from Flint and Glacier to Pioneer Middle School. There is no sidewalk for approximately ½ a mile on Flint West of 11th Ave. and he along with many other school children must walk on a 6" piece of asphalt roadway while cars drive past at 40+ mph. Pioneer refuses to bus the children from the Quail Run subdivision to the school. It is a matter of time until there is an accident.
25. Some sidewalks are uneven and it's a safety hazard.
26. Fix the sidewalks there are many holes. You should also ticket many people that are speeding near schools.
27. More crosswalks near my school.
28. Year-round standing water near Me n' Ed's Pizza in Lemoore. Fences where aggressive dogs peek out and will one day break out. The distance to anything remotely good is too far. I have to drive to the only dog park. That whole mess of a school zone on Flint and 12th needs attention, like the addition of turning lanes and sidewalks, it always floods there making it hard to walk. Plenty of school crosswalks are on busy streets with no flashing lights embedded in them. Most entrances are blocked making them hard to see, then there is the fog also since they're on busy roads with above 25 mph speed limit there is little to no warning when a kid steps out. Embedded flashing lights would help. 11th and Flint needs something to stop all traffic to allow bikers to cross. School kids on bikes use that intersection and a lot of drivers won't give them the right-of-way for minutes on end, until I get the intersection and block it to let them pass. If you don't believe me ask the City or County Public Works Department that was doing work there about a month ago and didn't do anything to help the kids, or ask either the CHP, KSCO or Hanford PD when they gave me a dirty look while blocking them. Stop the trains from parking inside city limits or do what they did in Reno and send them underground or build bike/pedestrian and vehicle overpasses.
29. Fix the sidewalks and make more sidewalks.
30. Get bags so you can pick up your dog's poop.
31. I think there should be a lane next to the car lanes just for walking.
32. If I did walk I would put a lot of benches and bus stops.
33. It would help if there was more sidewalk room in terms of width to walk on.
34. I would like for people to ticket drivers who are speeding by people that are walking.
35. Crosswalks, lights, and cross guards on 11th and Fargo for kids walking or riding bikes to school. Walking paths with plenty of space and light would be great.
36. Yes, there are a lot of unsafe drivers.
37. The city of Hanford could do a lot to improve safety for walkers and bikers, especially our children who walk or bike to school. We need crossing guards for areas with large numbers of students, safe sidewalks that aren't cracked or broken, making it mandatory for all new developments to have parks, paths, and walking trails. The city also needs dedicated walking/biking paths as they do in Visalia and Clovis.
38. We live in Stonecrest. I have an 8th grader (and 4th grader at the elementary school) who I WON'T ALLOW to walk to Pioneer Middle because there is no crosswalk at Pepper and 11th and people FLY down 11th Ave. Pioneer is our district, yet getting him safely to school other than by car is not an option. We need a lighted crosswalk with a crossing guard mornings and afternoons. LONG LONG OVERDUE! Thank you.
39. What I would do to improve walking is make safer sidewalks.
40. School crossing guards and more trees and no way to walk to Sierra Pacific from my neighborhood.
41. We need something like Woodward Park.
42. Sidewalk needed on the east side of 11th just south of Flint in Hanford. Also, a crosswalk is needed between Fargo & Flint on 11th for kids to cross the street.
43. Something that I think would improve my walking area is more crosswalk signs and for there to be as few as possible stray dogs because they are a threat to safety.
44. Sidewalk down Flint Ave. between Glacier and 11th Avenue for children walking to/from Pioneer Middle School AND high school students walking to/from bus stops into the adjoining neighborhoods.
45. There are no safe locations to cross streets in the neighborhood as speed limits are NEVER enforced and drivers speed in excess of 50-60 mph through the neighborhood (Silver Oaks), making it exceptionally dangerous for children. Frontier Elementary has NO delineated crosswalk from the neighborhood to the school.
46. Crosswalks in more areas, and enforcement on unsafe driving in neighborhoods.
47. There needs to be at the very least a crosswalk with flashing lights (a stop sign or light would be better) at the intersection of Pepper and 11th Avenue. There are so many kids that walk or bike from the Stonecrest subdivision and cross 11th Avenue to get to the middle school. SO VERY DANGEROUS!!! The cars are going way too fast on 11th and those poor kids are playing Frogger with the cars.
48. I would love to see wide sidewalks that were wide enough for 2-3 people to be able to walk side by side.
49. Crossing guards, rest benches.

50. Fix sidewalks, more bike paths, and label bike paths with signs.
51. There needs to be a sidewalk from Glacier Way to 11th Ave. on Flint Ave. for kids that walk and bike to Pioneer Middle School from Quail run housing development.
52. More lighting. More patrol in the area especially mornings when kids are walking to school.
53. There isn't much to do to the street I live on as it is a major road. Having other options of places to walk or ride a bike would be great. The zones on the side of the railroad tracks that run through town from main St. to Fargo would be beautiful with a path, trees, and solar lights.
54. A crosswalk in front of JFK/Richmond with lights and signs posted, similar to the crosswalk near Hanford High School.
55. There are many streets in residential areas that we would like to walk in where there are no sidewalks.
56. There is currently no safe crossing for kids to cross 11th Avenue walking to Pioneer Middle School. There needs to be a lighted crosswalk or stop light at Pepper and 11th Ave. Also walking from the new Quail Run subdivision to Pioneer Middle down Flint is unsafe. There are no sidewalks for a portion of the route.
57. I would like to cover all the holes in the ground and make sure there will not be any animals such as stray dogs, ducks, and ground hogs so anyone can't be hurt.
58. I think it would be great if biking/walking was encouraged by having a family biking/walking day downtown. Perhaps one Sunday or Saturday per week (you could begin with once a year). A downtown street could be closed off a couple of hours. I have seen this type of activity that involved many businesses as well as non-profits that lined that street with fun outdoor activities outside (in Fresno). I have also seen this done in another country, they did this once a week, it was fun and safe for families because it was a safe sectioned-off area.
59. More sidewalks.
60. Crossing guards at school.
61. Definitely ticket unsafe drivers. I moved my child from Pioneer to Frontier due to the unsafe crossing and reckless driving in front of the school. Place flashing lights in the road in the crosswalk to show drivers people are waiting to cross the street.
62. It would be wonderful to have a walk/bike trail. I would feel safer letting my students ride their bikes knowing they didn't have to worry about distracted drivers. It would be safer than riding on the streets.
63. Ticket unsafe drivers. Better lit school crosswalks like near our Hanford High campus.
64. I would make sure the light poles were working properly because sometimes by my house the light goes out.
65. They should slow down the cars that go by because there are people who walk there.
66. I feel when on days I walk home from school unsafe streets, sidewalks, drivers, and crosswalks make me not want to walk home. I would enjoy walking and riding my bike more if I know the route is safe but as it is right now I know it is not safe to walk home from my middle school to my house.
67. Too much traffic.
68. More bus stops.
69. School crossing guards.
70. Tell people to keep their dogs on a leash. Also, to fix the sidewalks so that way when we ride our bikes we won't fall off. Lastly, they should have crossing guards around our school at Woodrow Wilson junior high because there are way too many crazy drivers in our community and I wouldn't want one of my friends to get hurt.
71. What I would want to have is more shade.
72. Fix the sidewalks.
73. Fix the street.
74. A ticket to unsafe drivers and a lot more crosswalks and short cuts so we don't have to use the roads.
75. To make a place for bikers.
76. Make all stops near Woodrow a four-way stop so kids can cross safer.
77. Shade, benches.
78. Add a crosswalk and stop sign at 11th and Pepper so that school children and walkers can SAFELY cross that busy street!
79. Make it safer by fixing the sidewalk.
80. You can make a road only for walking. That can make walking safer.
81. More smooth roads so people don't trip.
82. Maybe a bench to sit on and a water fountain.
83. Trees and a clean path, and for bikes there can be big shade trees and a track, and then a playground for kids and dogs.
84. Make the streets more smooth so people don't fall.
85. Nothing.
86. Not having a lot of leaves on the sidewalk.
87. More benches, water fountains and more crosswalks.
88. I think making an investment, especially with the growth we are beginning to see in new housing, to develop areas designed specifically for cyclists and runners would help to keep them safe and encourage more people to participate in a healthier lifestyle, but it will take a commitment from our city and county. It would be a way for them to demonstrate to our community that they value a healthy lifestyle.
89. One thing is to give a ticket to unsafe drivers.

90. Enforce laws for keeping dogs on leashes and keeping sidewalks clear more effectively.
91. 1) Have people take care of the cats. 2) Take care of trash. 3) More crosswalks. 4) Last, stop people from racing around neighborhood.
92. To add crosswalks signs because people have to wait until all the cars go before the person can go. Some people live near traffic lights and I think it's fair that they can walk and the cars can wait. Put cameras everywhere.
93. Crosswalks.
94. They should have crossing guards.
95. Making the divers stop when kids are walking.
96. No stray dogs.
97. Fix sidewalks.
98. Add heaters on the sidewalk.
99. Having a crossing sign or have one of those people that hold the crossing sign.
100. Ticket unsafe drivers.
101. Water fountains.
102. More sidewalks and crosswalks would make it easy.
103. Put crossing guards because of the unsafe drivers.
104. Adding more trees and just fixing any broken sidewalks.
105. Fix the broken sidewalks and do not let dogs out. They could chase you.
106. To ticket the bad drivers.
107. Fix the road of China Alley at the store.
108. More crosswalks.
109. I would like to add sidewalks so we don't have to walk on the road.
110. One thing I would want to change is the crooked roads and fix the fences.
111. Give more tickets to unsafe drivers.
112. More areas to walk and ride a bike in.
113. Definitely make sure needed crosswalks exist.
114. Post school crossing guards.
115. I would just fix the sidewalks.
116. More crosswalks.
117. Having shortcuts or trails for walkers, where there aren't a lot of cars.
118. Ticket unsafe drivers and clear the streets of all the branches that fall and all the trash.
119. Put a new sidewalk for bikes so they are not in the street.
120. Better sidewalks that are not broken.
121. I suggest that they should add a street on for biking and walking.
122. Give a ticket to unsafe drivers.
123. A lot of crosswalks.
124. Add signs as to where it's safe to bike and where it's not.
125. Post school-crossing guards.
126. Put more cops out.
127. Put a camera and catch that person that is speeding.
128. Fix the sidewalks and fix the roads for preventing car crashes.
129. They can make the roads more safer. You can also put more stop signs.
130. The thing I would like to fix is that cars not go fast.
131. One think I suggest to make Hanford better is to make speed limits lower.
132. Have crossing guards at every elementary school.
133. Give a ticket to the unsafe drivers because somebody can get hurt.
134. Put more stop signs.
135. Fix the fences behind the ditch where all the graffiti is behind Centennial Park in Hanford. We can give tickets to speeding drivers because my friend almost got hit in my neighborhood.
136. Give a ticket if the driver is speeding or also drinking and driving.
137. Stop the graffiti.
138. More crosswalks for people.
139. Fix the sidewalks.
140. My suggestion is to make it safer in neighborhoods and more lights.
141. A school crossing guard.
142. Stop people who look like they are unsafe, just in case anything is wrong.
143. Have these signs saying that you can only go a specific speed.
144. Post crossing guards or ticket unsafe drivers.
145. There needs to be a cop or other person to give tickets for speeding in a school crossing.
146. Put more benches and shade. And also put more sidewalks.
147. I think we should have a police or sheriff to make sure that no one gets hurt or kidnapped.
148. In my area I have a pretty popular park, Freedom, so it's always a pretty busy street when trying to walk over there. Kids at age 4 or 5 can run across the street and get run over by speeders so I think we should start to ticket more of these unsafe drivers.
149. Nothing that I could think of.
150. Near my nana's mailbox, the sidewalk is very cracked and one side is higher than the other. I've almost tripped due to that, even while riding my bike.
151. I'm not so sure what I would do.
152. Can't walk that much in Lacey Park because there are some weird people always watching me.
153. I would like to improve the number of crosswalks in the areas that many families walk. Also, to have more bike lanes on each side of the road.
154. Add some sort of a gate that only bikers, scooters, or walkers can go in, so they can be nice and safe.

155. Improve the air quality for people with asthma. This will improve the popularity of walking, biking or skateboarding.
156. Maybe have their own lane for walking instead of a sidewalk.
157. If I can improve things around my area it would be aggressive drivers, some broken sidewalks.
158. I would put up more stop signs.
159. Have more crosswalks. I would feel much safer with crosswalks, especially in the bigger roads, like near many neighborhoods.
160. We need more school-crossing guards.
161. I think a helpful thing would be to keep track of unsafe drivers, as my little brother and I use crosswalks at the intersection and I can see some drivers aren't paying attention.
162. Post school-crossing guards.
163. Maybe ticket unsafe drivers. When I walk I always see drivers on their phone.
164. Less cracks on the sidewalk and less bumps.
165. I would like more sidewalks and bike lanes. Also fix stop signs and road signs. My biggest issue is that roads have holes in them and aren't smooth in a lot of places.
166. I think more trees because it brings shade, which we need during the hot days.
167. More street lights.
168. Maybe some more sidewalks along the southern side of Dairy.
169. Make the streets prettier, make the town better with more stores and attractions. That would encourage people to walk more often.
170. I would put up traffic lights and street lamps and add crosswalks in areas where they are needed.
171. Crossing guards near Monroe Elementary would be amazing! There is a lot of traffic (biggest school in Hanford). Parents speed, don't adhere to rules and kids are constantly moving around traffic, instead of the other way around.
172. That all sidewalks should be fixed or most of them.
173. Add sidewalk down roads without sidewalks to make it safer for both the pedestrian and the driver.
174. As a teacher I would LOVE to see school crossing guards!
175. They can add more nice places to see or somewhere you can relax.
176. Fixing sidewalks.
177. More sidewalks.
178. I would like to improve the sidewalks.
179. One of the things I would do to improve walking in my area is by clearing it so it's just a nice clean area.
180. There are not that many unsafe things here. But there are some broken sidewalks that should be fixed.
181. In my neighborhood I want more crosswalks. I also want some stop signs because we only have yield signs.
182. I would want more crosswalks around the town.
183. To fix to sidewalks.
184. More sidewalks and also more crossing signs.
185. Slow down the speed limit.
186. Nice lighting projects with better walking places. I think we should look harder for people violating speed limits.
187. Fix the sidewalks and make them wider.
188. I think that schools should give students maps that could easily lead them to their school.
189. I would pick up trash, move rocks out of the way, give people a heads-up so they don't trip, ask the construction workers if they could fix the cement, and walk with the elderly so they don't trip.
190. Add more sidewalks on residential streets.
191. It's OK how it is.
192. A sensor to track cars if they drive through the stop light so they can be arrested and not be able to drive and not able to hurt anyone.
193. You could give unsafe drivers a ticket and fix sidewalks.
194. Put a speed limit and some street lights.
195. More crosswalks.
196. I would like more doggy bags and trash cans.
197. I would fix this place. I would build more things to do and fix the roads, sidewalks, streetlights, and the recreational things. I would also like to grow the population and expand Hanford.
198. I wouldn't have so many dogs in the streets or have bad people out there.
199. The only thing I would improve is if there were more crosswalks.
200. I would change the fact of stray dogs, the construction that is around when walking, all the trash that is on the streets. More community events.
201. Fix sidewalks so no one can trip and fall down.
202. Fix the sidewalks, post school crossing guards or ticket unsafe drivers.
203. I would change all the accidents that happened in the world and help the poor people who struggled through it.
204. Sidewalks.
205. I would add better filters to water fountains and more benches under trees.
206. Nothing much.
207. More lighting.
208. More crosswalks and ticketing unsafe drivers.
209. A lot of crossing guards because some drivers are not safe.
210. I would like that sidewalks not have bumps because sometime people can fall.

211. We could use crossing guards and tickets for unsafe drivers and have some fixed sidewalks.
212. School crossing guards.
213. I don't know.
214. I would like to see more sidewalks since there are some places where you have to walk on the lawn or on the road since there is no sidewalk.
215. Create better parks, Add more school crosswalks on the north side of town.
216. The broken sidewalks, missing crosswalks and trees.
217. Maybe more street lights so it is not as dark at night in some areas.
218. Where I live (Dairy Ave. intersects with business park) the park is very dark. There is about one light post and there are no benches or even trash cans in that park which is very unfortunate because there is already enough trash as it is. There should also be a shady part at that park and also whenever it rains the whole park fills up with nasty green water.
219. I would fix the sidewalks, crosswalks due to the safety of being a pedestrians. I would also make sure that there are more trees for shade on hot days.
220. Put more safe crosswalks and make the streets a little bit brighter.
221. Fixing the sidewalks will help out a lot because sometimes people feel like the streets are too dangerous so it's better to have plenty of sidewalks.
222. Ticket unsafe drivers, add more light posts, and make crosswalks and street lines brighter and more visible.
223. Get rid of the dirt path and replace it with concrete. Get the side of the bushes clipped off. Somehow widen the sidewalk a few inches to allow more room for the students.
224. Where I live I don't think there are any ways to fix those problem because the area wasn't really made for walking.
225. More crosswalks and wider sidewalks for us to walk on.
226. Putting lights around and fixing sidewalks and making the scenery prettier.
227. More lights and helping get stray dogs off the streets.
228. Perhaps post school crossing guards.
229. Patterson Ave. between 6 1/2 and Dairy Ave., the road needs to be fixed. The cars swerve to the side due to the road having pot holes. The road is not safe for pedestrians to walk on either ends of the sidewalk.
230. In the Corcoran community park, an improvement is to add a crosswalk near the parking lot and Family Dollar to make it safer for students and people to cross the street so they don't have to jaywalk to get across.
231. More sidewalks, and TICKET UNSAFE DRIVERS.
232. I would like there to be more light around Corcoran because I feel like a lot of people are scared to walk at night because of the dark and they think someone is going to do something to them.
233. Put a bench on the sidewalk.
234. Maybe have more noticeable crosswalks because some are not painted well which are sometimes hard to walk through.
235. I would place more streetlights around the city because it gets really dark and unsafe to walk at night.
236. I would like to improve the number of yards that don't contain any sidewalks which forces me to walk on the roads on the way to school. At night I would appreciate more light posts around town since in my area it tends to be very dark.
237. Some sidewalks are in need of fixing. But some rest benches would be so great.
238. Not enough crosswalks. I got hit by a car in 6th grade because the way to school had no crosswalks and you should be ticketing unsafe drivers because the person who hit me got away with it like if it never happened.
239. I would really highly advise to fix the broken sidewalks and ticket unsafe drivers near the schools.
240. One thing that would improve the walking in my area would be fixing the sidewalks. Another thing to help improve walking would be to ticket the unsafe drivers.
241. I would add more crosswalks.
242. More street lights.
243. Make sure people drive better, and respect the stop signs and stop lights. The stop lights in my town also do not tell people to stop turning, so drivers turn sometimes when the light is red and almost hit pedestrians.
244. The reckless drivers need to be worked on because they don't get it that they can hurt someone. Put more stop signs, crosswalks and stop signs. Drivers tend to drive fast on long street without stop signs. Make crosswalks more visible.
245. I would improve the four-way stops because I can't tell if a driver is going or not.
246. Everything is good so far.
247. I would like there to be more crosswalks in my area. I get nervous when I cross certain streets to get to my house due to the traffic. I believe crosswalks would reduce this fear and make it easier for myself and others to get from one place to another.
248. Fix sidewalks.
249. I would have animal control take away all the stray dogs and give them a home. It is unsafe for dogs to be walking without a leash in a community. I have gotten almost attacked by dogs or would have gotten attacked if they had not been on a leash. People with dogs in their front yards should be required to put up a fence in front of their houses if they don't have one

- for extra protection for those walking. They also should be required to have the dog on a leash at all times. It is way safer for walkers.
250. I think more lights would be better to be more safe.
 251. Put up more stop signs because not only can that help people walking but also drivers.
 252. Sidewalks and maybe add warning signs by the schools. Tell the bus drivers to open their stop signs when kids are crossing the opposite side of the bus, so that the cars are careful with the kids crossing. When I or the other kids try to cross the road the people driving can't see us because the bus is in the way. Hopefully you understand.
 253. Better lighting at night.
 254. Local communities need a vision for future investment in walking/bicycling pathways so that portions of impact fees can be devoted, and or improvements districts established to ensure long term support for maintenance.
 255. Use the "Green Book," (A Policy on Geometric Design of Highways and Streets) to plan and design the best of facilities rather than continue to permit mediocre projects which discourage walking (and cycling).
 256. At one time, I heard that there might be a bike/walk path between Hanford, and Lemoore. That would be great. Any flat paths in Lemoore would be great.
 257. Fix sidewalks. I like the idea that Fresno has with Woodward Park.
 258. Fix or install sidewalks.
 259. Ticket unsafe drivers, especially when children are going to or coming from school.
 260. More lighting.
 261. More access to natural areas.
 262. More paved recreational trails; better lighting in neighborhoods; wider sidewalks.
 263. Speed bumps by Lincoln Elementary. So many fast drivers around this area (Irwin Street).
 264. Improve the brightness of street lights.
 265. Ticket unsafe drivers. Plenty of drivers are doing about 50 mph in a 35 mph zone.
 266. I would place bigger trees. Also ban bicyclists from sidewalks.
 267. I think it would be a nice thing to have a dedicated path (without cars) to ride bikes and walk.
 268. Better lit streets and more stop signs for drivers.
 269. More and better street lighting. We need more crosswalks!
 270. Lack of sidewalks can be a huge deterrent.
 271. The city could use more walking paths/areas, maybe by creating more parks or utilizing current parks to add more resources there.
 272. I would like a general walking trail throughout the whole city of Lemoore. The city of Reedley has a beautiful one. It's sidewalk and black top, with benches, water fountains, and trees. I would like it to stretch from the north east side of Lemoore, down Hanford Armona Rd. heading west, then head to the south side of Lemoore following 19th Avenue. It needs to be well-lit, with trees and benches, and water fountains. It also needs to be large enough to allow people to walk on both sides (or ride bikes).
 273. Cut down on the plowing and spraying during the day hours.
 274. I only used the above park a few times. The park did have a nice walking path. The parking area should be larger and better marked.
 275. Visalia has walking/biking trails all over the city.
 276. Some drivers speed down Glacier Ave. between Fargo and Flint Avenues. The speed limit is 35. There are two parks along Glacier usually full of kids and families. Have a cop sit out there and start ticketing speeders.
 277. I would love to see dedicated bike/walk paths so that there is no risk of being hit by cars. I think that the canal banks could be a really awesome option for doing that.
 278. Sidewalk on the west side of Fox St. between Cinnamon and Hanford Armona Rd.
 279. Add or improve lighting.
 280. Install lights in poorly lit areas. Crosswalks on Bush and Champion St. going to City Park. Keep weeds cut down and keep them from taking over the sidewalks. Speed bumps to slow traffic. Fix non-working street lights west of Bellhaven going to West Hills.
 281. More lights.
 282. Sidewalk on Fox.
 283. I would install dog waste stations with poop bags and waste cans so that people would be more likely (?) to pick up after their dogs. You see this kind of set-up a lot at the coast. It IS the law, right? Also, it would be great to have trash cans available along popular walking areas to hopefully reduce littering. People seem to think that bushes are where they're supposed to throw away their soda cans and cups.

B-4 | Survey Question #9

Have we forgotten any general challenges to biking?

1. It's tiring.
2. Rules of the road are not enforced. Bikers ride the wrong way, don't adhere to traffic lights. Education and enforcement are both needed to make biking safe for everyone.
3. Don't have a bike.
4. Trash.
5. No sidewalks.
6. Too few crosswalks.
7. Cars don't stop at crosswalks, don't give bikers time to cross.
8. Drivers are often very aggressive, especially before and after school hours. I think the police needs to spend more time patrolling the streets during these times to provide safety for our children.
9. Fallen trees.
10. Also, the south side is scary to ride through.
11. 11th Ave.
12. Drunk drivers.
13. Sometimes it's too dark so accidents could happen way more easily.
14. Carrying too many things.
15. Some people might not have bikes.
16. Lack of a comprehensive education system for cyclists.
17. Bike lanes that disappear.
18. Time in a busy schedule.
19. Low trees over sidewalks.
20. Don't like bike riding.
21. I have a child that has to be taken to daycare that makes the commute much longer.
22. Weeds, goat heads and other things that puncture tires.
23. I do not ride a bike. When I see bike riders in town or out in the country and have to drive by them it makes me uncomfortable.
24. Kidnappers.
25. North Hanford is a beautiful place to ride, especially in the outlying areas. However, there are drop-offs and no bike lanes in some areas, such as Fargo and 12th to Laton.
26. Some bike paths need clearing of goat heads.
27. Need street sweeping.
28. Narrow shoulders, not enough "Share the Road" signs.

B-5 | Survey Question #10

Where (if at all) do you bike for recreation or transportation? What do you most enjoy about biking there? What do you like least?

1. I bike the Laton loop occasionally. I enjoy riding my bike. There is some pretty country out there. I least enjoy the bike lane on 12th, it has large bumps about every 10 feet. And motorists here are not cyclist-friendly. I've almost gotten hit, my friend just got hit yesterday riding home from work. We've had multiple friends in the cycling community get killed. I have kids, so now it's to the point I feel like it's too unsafe to ride around here. The bike lanes we do have in town have cars parked in them so I'm not sure why we even have them. We can't use them with cars parked in them.
2. I bike on Douty Street to my house after school. I don't enjoy it!!!
3. Fresh air.
4. I just like biking.
5. Silver Oaks, Hidden Valley and Freedom Park.
6. I like biking to a park nearby because I like to relax under a tree when I'm tired.
7. I don't like how the place is far away from where you are going to.
8. There is a lot of busy roads.
9. I only go to the park and I enjoy riding down the sidewalk, but sometimes it is uneven so I have to stop so that I won't fall.
10. I like that biking is very peaceful and also fun.
11. I like riding to my friend's house and biking around the neighborhood. And people can't really see you most of the time.
12. I like riding around with my friends, but I hate when it gets dark.
13. I love riding my bike to school. It's healthy and fun.
14. I like to bike just around downtown, the view is spectacular and there are several resting areas.
15. I enjoy biking to my cousin's house but there is no lane for me to bike in so I take the sidewalk. I also like going to Hidden Valley Park on my bike with my family.
16. I mostly enjoy the freedom that you get from riding a bike. I feel more free and enjoy it a lot.
17. I don't ride a bike.
18. Parents don't trust me to ride.
19. I like to just enjoy the breeze. I don't like crossing roads.
20. Neighborhood parks, to the store, and my kids ride to school.
21. I like to ride my bike in the park. What I like least is riding my bike by myself.

22. I bike around my house. People drive too fast sometimes. A road to bike on with no cars would be safe.
23. On canal paths in the country.
24. To parks nearby. Bike lanes are needed and sidewalks repaired.
25. I enjoy biking to my friends and cousin's house. What I enjoy most is the colorful leaves and what I like the least are stray dogs.
26. Kids and neighbors like biking to Pioneer Middle School and the high school bus stops. We don't like that there are missing sidewalks and bike lanes.
27. I like biking around or in a park where there is no traffic and you can feel safe.
28. Daughter rides bike to school. Least: not enough crosswalks.
29. My children ride their bikes to school every day to Pioneer Middle School. We live on the west side of 11th Avenue between Fargo and Flint. They love riding their bikes but I worry everyday about crossing 11th Avenue. There is no sidewalk for them to ride their bikes up to Flint so they can cross using a crosswalk. Unfortunately they cross at Saffron and 11th Avenue. Drivers are normally over the speed limit. On a daily basis my children also ride their bikes in our neighborhood. Off of 11th on Saffron the road curves so there are blind spots and it's a straight through road to Glacier, drivers drive way too fast and there are no speed limit signs down this road.
30. From Hanford to Layton. A nice ride except for no bike lanes and speeding cars.
31. We bike around our neighborhood. We also take our bikes when we go camping.
32. North Hanford: 11th and Douty between Flint and Fargo.
33. I bike almost everywhere in town. I avoid the main areas around Target and the mall due to the major traffic which is unfortunate because that is often the places that I need to go. The rest of the time I bike to work and to my families' houses. Neighborhoods and older streets like Irwin and Douty have nice shoulders to bike on.
34. I would like to bike for both recreation and to avoid using the car for small shopping trips. I would use the bike a lot more if there was a better way to share the road (bike lanes or wider streets).
35. I love to bike at Centennial Park or around my neighborhood. I don't like biking at Woodrow Wilson.
36. Cost Less Foods.
37. I bike in the street.
38. To the corner store and around the neighborhood.
39. Riding in the sidewalks.
40. I ride my bike around my neighborhood. It's peaceful and quiet. What I don't like is that there's nobody else, I think because their parents are scared that they're going to get lost or something.
41. Love biking.
42. I bike mainly in my neighborhood.
43. I love biking because sometimes you could feel the air and look at the beautiful weather and just so amazing.
44. I like to bike at the park.
45. To school.
46. I don't like biking and when you bike you gain more weight than running.
47. I like going to stores.
48. I get exercise.
49. To school.
50. That there are pretty lights around my neighborhood because it's time for Christmas.
51. When I go to my cousin there are too many stray dogs.
52. I bike around my neighborhood, I enjoy that there are fewer cracks in the road. There is little to no light in some areas.
53. To school.
54. There's space. I don't like it because there are uneven sidewalks.
55. I bike to A&W and nothing annoys me.
56. I go to the store, the sidewalk is smooth but there are lots of things that could pop the tire.
57. I don't like it because it's foggy.
58. More benches to rest or if there are water fountains if we get thirsty.
59. To the store to get stuff.
60. Cracks in the sidewalk.
61. There's a lot of space to go biking. What I don't like about it is that there's uneven sidewalks.
62. I like to ride my bike some times.
63. I don't really bike because it's too risky for me!
64. Looking around at all the trees and alleys, maybe eating at the same time.
65. That I can get fresh air that cars pass by.
66. Where I go to transportation with my bike is go somewhere where it has grass and little hills and to have fun. The most enjoy about biking is you have more energy to get up from watching TV and biking for me is fun because I race with my brother and it's fun and gives you a lot of energy and it helps you with your health and your bones to move more. I don't have nothing that is the least I know.
67. People try to steal my bike when it's chained up to a pole. They try to break the chain.
68. Freedom Park is where I go.
69. I walk a lot to school and to home and I get really hot and tired.

70. I ride my bike to the park for recreation and the only thing I do not enjoy is that traffic can be rough.
71. I like the way the wind goes to my hands.
72. I ride my bike to school and back and to my friends' houses or to the store. I mostly enjoy hanging out with my friends. I don't like the dangers of riding your bike.
73. I love the wind blowing in my hair.
74. I like biking places because it's fun with your friends. I like least about biking is that my legs hurt and I'm afraid my tires are going to pop then I have to walk.
75. I like to ride to stores and ride back.
76. Where I like to ride my bike is to the store and what I don't like I that there is a lot of bad drivers.
77. To my cousins house but I barely do it because of the cars.
78. They can put more paths.
79. I ride to my school and back but the sidewalks have a lot of uneven places.
80. I ride my bike with my mom and dad to the DMV and back home.
81. I ride my bike to my friend's house.
82. I mostly ride to my school; it's a lot of fun but there's sometimes busy roads.
83. I like to ride my bike to my grandma's and to my friends'.
84. I like to ride a bike at the park because it's safer and there are paths at the park.
85. I like to go to my friend's house but I don't like when the cars are going fast.
86. I like to go biking but the drivers are crazy. They act like they own the road.
87. I like to go around my house but the thing that I don't like is there are cracks.
88. I like to go around my block. There are a lot of speeding drivers.
89. I like to bike around my school (MLK) and my neighborhood. What I like least is crazy drivers.
90. I like to go the park. And I feel that a car is going to crash into me because I got hit before.
91. I like biking to my dad's house because it's a lot fun. I don't like it because there are not too many bike lanes.
92. I bike just for fun. What I like about it is you don't have to pay for gas or anything. Also I don't have a reason that there's a problem.
93. I like to go the park because it's a lot of fun to go out and ride my bike.
94. I ride my bike around my house.
95. I'm usually biking around my neighborhood it is somewhat nice because it's very quiet and you get to interact with other kids, but cars and ice cream trucks need to really watch out because they think it's nice to speed because they are in a neighborhood and they're almost home.
96. To school.
97. Where I live there are not too many bikes.
98. I like to bike in my neighborhood; I like it there because I feel safe and the neighbors are friendly. What I don't like is that there are a lot of stray cats near my home and another street where I often ride my bike at.
99. The park because we head there, then go to different parts of Hanford.
100. I bike and walk to Hidden Valley Park. I enjoy the big grass area there. I don't like the fact that some benches are in the middle of the biking and walking lane.
101. Crossing Grangeville is about the only reason I don't either ride my bike or walk to school, so the best thing that would fix it is if there would be a safer biking lane for kids trying to get to school.
102. At all the parks in Hanford there is a bike lane and I enjoy that but people get in the way so you can't get past.
103. I don't bike for recreation or transportation, but if I did I wouldn't enjoy it because of the people not watching where they are driving.
104. I don't bike, I walk.
105. To go to the skate park and ride the bike down the hill.
106. I like biking to the Civic Park and there is nothing wrong with it, it's perfect.
107. I bike to school sometimes. I enjoy the fresh ride in the mornings but I least like that there are no bike lanes on my way to school or my way home.
108. The park. I dislike the bumps on the way to the park but I like that we can ride there and there is a bike rack but I wish it was bigger to fit more bikes.
109. I bike for both recreation and transportation, and I like how it gets me places faster. What I don't like is that it is hard to ride when there is a lot of bumps on the sidewalk or that cars pass by to close.
110. I don't because the town is boring.
111. I sometimes go to my girlfriend's house or the store. I enjoy listening to my music on the way there. The thing I like the least is that there are dark/unsafe streets and there are not as many bike lanes.
112. My neighborhood. There isn't much traffic, so it is casual.
113. I like biking wherever there are bike lanes. I feel safer than utilizing streets without them.
114. Around Hanford for recreation. In central Hanford to work. Bike lanes are enjoyed most. Traffic and cars parked in bike lanes are liked least.
115. What I most like to do when I bike is that I like the wind in my face that really relaxes me and that is good for a ride. What I don't like is that there are not too many bike lanes.

116. Most: recreation.
117. I like to walk with my dog. I take her to my friend's house to play with her dogs and I just walk my dog because I want to.
118. I bike to the park. What I mostly like enjoying about biking there is the exercise.
119. I bike to the park and to school.
120. Like riding in the park.
121. What I like about riding my bike is that you can exercise, you can see pretty trees, and you can get fresh air the whole way. I go to places like friends' houses, parks and around the block.
122. I like to bike to the park because it makes my dog happy and I don't like how she tugs.
123. There aren't recreational bike routes (or a bike park) so bikers choose to ride their bikes on tracks at public parks even though it's prohibited.
124. I like biking around where I live. What I like least is that it can be sometimes scary because something could happen.
125. I love it when we bike to the park. I love the times when dad actually lets me get ice cream. I hate the heat!
126. I like it when I race with my friends.
127. I like to ride my bike around town, but not the south side of town. I like to ride my bike in the baseball park and to go through the park.
128. At the park, lots of places.
129. I bike to the park. The thing that I like is biking around the park and the thing I hate is there are a lot of bumps.
130. I hate the honking of car horns.
131. Downtown Hanford. Great shops and fun things to do at night.
132. My family and I enjoy biking around Armona Elementary School and the surrounding neighborhoods. We bike for recreation. Sidewalks along 14th Avenue are sporadic and in disrepair. This makes it difficult to ride.
133. I like biking around my block or when camping. I do not really bike to go to places because a lot of the places are too far and I do not have that much freedom yet.
134. I love to bike at Freedom Park because not a lot of people go there and once again it's lovely there.
135. I love biking. I love going to school.
136. I like biking at my neighborhood because it's very fun. I enjoy it because I'm having fun with my brother. What I don't like that much is cracks on the street because I almost fall down.
137. Having my friends with me.
138. I like biking because it's fun.
139. Sometimes on my road.
140. When I ride my bike to the donut shop, I feel unsafe because of the cars and there being no crosswalks.
141. I like how the cold air hits your face and say hi to all the people.
142. Downtown. It's pretty downtown.
143. Alone time.
144. The breeze hitting my face as I ride my bike.
145. I like to bike to the middle of town and back since it lets me see my community and if it's getting dark the main street has light.
146. I bike to the park a lot on my free time. I most enjoy the breeze hitting my face and the greenery and trees at the park.
147. Just looking around town while riding my bike is always great.
148. I love biking in the park but dark streets make it hard to.
149. I do not ever bike. I usually walk.
150. Around the park. It's fun and good exercise.
151. I do not bike but when I have done it a few times I had to ride in the road due to not having any sidewalks.
152. The park, or the stores to get needed items.
153. It lets you explore more around your local community.
154. Sometimes I will go bike riding around the town for fun with some friends. I often ride my bike to practice and I actually enjoy the exercise. The only difficult part of biking is that you can only carry so many things while riding.
155. I do not bike since I don't own a bike.
156. I bike around most of the time where I need to go. I enjoy getting exercise. I do not like that there are not enough bike lanes.
157. I ride my bike from my house to the park. What I most enjoy is simply riding my bike to the park. What I least enjoy is when there isn't a smooth sidewalk.
158. I don't bike very often.
159. Just around town. I like the wind, and I dislike distracted drivers.
160. Around town, streets are often empty so it's an easy ride. There are not enough bike lanes to safely travel.
161. Just to school and I keep going there because I have to and to see my friends.
162. I go to school and back.
163. I don't usually bike even though I do enjoy it.
164. Around town—smoother roads.
165. Sometimes I ride my bike in the neighborhood.
166. I like to bike around my neighborhood and I like that I don't have to worry about the whole town seeing me or getting run over by someone. My neighborhood is safe and people don't really go in unless they live there or are going to a party or something.

167. Around town.
168. It's quicker to get there. Least is it gets too dark
169. Like I wrote in the previous question I do not bike or walk anywhere for recreation or transportation.
170. Nowhere here locally. Great examples include natural bicycling pathways in Tucson, AZ, and places like Davis, CA where investment has made safe pathways separated from vehicular traffic.
171. I have a set route in northern Hanford for cycling. Wide, clean fairly new streets. I bike for transportation all around Hanford.
172. Occasionally during nice weather I ride my bike to work. The most annoying part is lack of bike lanes. I've gotten several flat tires due to debris and goat heads that puncture my tires on the road and sidewalks.
173. Hanford. It's fun, saves gas, recreation with children.
174. The exercise.
175. I bike 50 to 100 miles a month for recreation. Mostly go out of Hanford on rural roads.
176. I bike extensively around Lemoore, as my family only has one car and I use my bike as my primary means of transportation. I enjoy the bike lanes or large sidewalks where present, but they often disappear without any alternatives. Also, train tracks and several intersections create extremely dangerous bottlenecks for bikers, walkers, and drivers all pressed together.
177. Inconvenient in general for transportation, not very appealing for recreational riding. Farmland is not very conducive to riding.
178. Around my neighborhood, The Vineyards housing off Fargo and Fitzgerald. I enjoy walking around the grassy park. However, the street lights are horrible and they barely light the streets and sidewalks.
179. My kids bike while I run behind them. They love visiting the local Starbucks.
180. When we did bike we went to the grocery store. We have baskets on our bikes to carry groceries. Sometime just to take the kids around.
181. I have used my bike to run errands and for regular exercise. I don't ride my bike as often as walking/running.
182. A little in our neighborhood. We have a closed-off street that the kids can bike in; neighbors are pretty good about driving the 25 mph speed limit.
183. I bike in my neighborhood. I most enjoy biking there because it is close to my house. What I like the least is that cars sometimes block the driveways, causing me to have to go around.
184. I don't feel safe biking for recreation or transportation in Kings County. I usually drive to Clovis/Fresno to bike for recreation because there are designated biking routes away from car traffic. Bike lanes are also wider. I do like the bike lanes in Lemoore on Cinnamon Street because of the wide roads and clearly marked bike lanes. I avoid Lemoore's East Hanford Armona Road because drivers do speed there.
185. Grangeville, 16th Ave., Mt. Whitney, Laton, 43, 18th Ave., Laurel, etc. Most enjoy the Kings County Bike Club group. Least: rude car/truck drivers, rough shoulders (12th Ave, Grangeville).
186. Mt. Whitney Street from Riverdale to Laton.
187. I ride every area of Hanford from Hanford Armona Road north. I simply enjoy our town; it's like comfort food. I periodically ride to Laton or out to Hickey Park. I would do the latter much more often if the roads were in better shape and bike lanes were clearly marked.
188. Downtown, Lemoore Ave, Fox St and West Bush out to West Hills.
189. Out to West Hills College. Looking for less traffic and nice bike lanes.
190. We ride our bikes between Lemoore and Hanford, usually on Grangeville Blvd or Hanford Armona Rd for exercise and recreation. We also ride through the downtown and residential areas to be seen by motorists as safe riders. I enjoy riding on the few wide shoulders and bike lanes that exist and being outside seeing the countryside and livestock. I least enjoy riding where there is very little edge for bicycles and the fact that some drivers do not give us the legal 3 feet minimum distance when they pass us. Also there are some very rude and aggressive drivers who honk, yell, and drive way too close to our bicycles on purpose. We follow the rules of the road when we ride and expect drivers to understand that we are under the same rules as they are as it pertains to turning, stopping at signals, etc. The biggest issue in that regard is public education as to cyclists' right to be on the road and the rights, rules, and responsibilities of both motorists and cyclists.
191. When I bike or walk I love to smell the flowers and pick them for my parents and to see all the beautiful surroundings.
192. 11th Avenue is very difficult to ride on a bike due to the cars parked and the 2 lanes of traffic. Grangeville is similar but fewer cars are parked on it.
193. Missing bike lanes--or lanes that suddenly disappear
194. My son rides his bike to Pioneer Middle School every day. There aren't any crosswalks nearby & he has to ride down the busy road of 11th in Hanford. The sidewalk ends part way down 11th & doesn't go all the way to Flint where the only crosswalk is. Now on the east side of the road there is a sidewalk that goes all the way around to the school, but we live across the busy street of 11th & there's no way to get to the

other side of the road without riding all the way down to Flint. Many kids attempt to ride across the street with cars zooming down the road, which is very concerning as a parent.

195. I like to ride my bike around the block. I don't like that random people watch you I need it is disturbing. I like that the light shine bright throw the street.
196. The best part of riding to school is being with my friend but worst thing is the drivers I was riding to school on day but some lady was speeding me and one of my friends going fast because almost to school and there is a bus entrance and she straight up when in front of us and we had to stop really fast and we crashed into each other and she looked at us and left.
197. A few things I would do to improve Freedom park is educate the community members about bike lanes, provide additional areas for people to gather and hangout, not near the bike lane.
198. 11th Ave. between Fargo and 198 is a very hard street to navigate north or south. I would like an alternative bike route from north to south possibly using Redington or Irwin St.
199. I also find the lack of space for bikes on the road to be a main reason for not wanting to bike around town. My children are starting to get to the age where I would feel more comfortable with them biking to events if I felt that the roads were more compatible with bike traffic.
200. I like to go to the Hanford library.

B-6 | Survey Question #11

What is the one thing (or things) that you would do to improve biking in your area?

1. Don't allow people to park in existing bike lanes in town. Is there anywhere in Hanford where we could put a biking/walking path? Most cities have them: Visalia, Porterville...
2. Fix the potholes or the rough and uneven pavement.
3. Fix potholes.
4. Smooth roads.
5. I would make more bike paths.
6. I would want to add more trees for shade.
7. I'm fine the way they are.
8. Stop signs.
9. More sidewalks.
10. A bike rack at Taco Bell.
11. I think just improving the sidewalk would be an improvement.
12. Some sidewalks aren't super safe to bike on.
13. More bike lanes.
14. I would make wider sidewalks and make drivers aware that there are people riding bikes.
15. Installing bike racks.
16. The sidewalks.
17. Putting a biking lane so people don't get hit.
18. Bike racks at stores and parks would be nice.
19. The safest thing would be to fix uneven sidewalks and potholes.
20. Put more bike racks and have bike to work days, because all the cars are polluting the air.
21. I think install more bike racks around stores.
22. Clearly abandoned vehicles parked in streets, or blocking sidewalks.
23. I think there should be more bike parking racks.
24. If I did go biking I would put stands for our bike.
25. Make specified bike paths, more than what is currently in place. More bike racks, and a bike trail would be great.
26. We need safe crosswalks and bike lanes that are not on the road.
27. Woodward Park-type area.
28. Something that would improve my biking area is for there to be more boundaries set for more control over stray dogs.
29. Flint Avenue between Glacier and 11th Avenue needs sidewalks and bike lanes in order for kids to be safe riding to/from school.
30. Bike lanes would be nice.
31. I would install wide bike paths that were lined off from traffic. I would love to see an area around Sierra Pacific have a bike path instead of the narrow sidewalks next to the new housing. A path that

- connected the College of the Sequoias area to Silver Oaks and the other housing would make a safe and great stretch for bikers and walkers.
32. There needs to be full sidewalk coverage down 11th Avenue to Flint on the west side of the road. Could reduce the speed down 11th Avenue and maybe put in a crosswalk. Also on East Saffron off 11th it would be beneficial to put in speed bumps or some other notification to drivers of the speed limit, to slow down and be aware of children playing. On Base the schools along with community promote the National Walk/Bike to School Day event. As an employee I have been a part of the event and it is a huge event and very successful. Would be good to see that type of event. It's in September and it also could remind drivers that school has started and to be aware of the children.
 33. Create paths/trails.
 34. Bike lanes.
 35. More bike lanes.
 36. Lighting.
 37. It might be a bit much but the installation of roundabouts rather than some four-way stops in neighborhoods. Bike signals in major intersections. General public education about sharing the road with bikes.
 38. Bike lanes should be considered when any street improvement is undertaken.
 39. I would improve covering holes and dirt paths because dirt gets in your eyes where you cannot see and you could bike ride and fall into a hole.
 40. Again, a path where people could walk or ride their bikes will help. There are a lot of driveways and fast drivers that make riding bikes in the neighborhood dangerous. My children do not even have bikes here because of this. They ride their bikes at my parents' house in another town because the road is fenced in and there are trails near them.
 41. That there should be a path for people to ride on but won't get lost or robbed; like a safe path that people can trust.
 42. Install bike racks.
 43. More bike lanes and more crosswalks that light up in the dark so cars could see better.
 44. Make a bike lane for bikers or give tickets to people who park on top of the bike lanes.
 45. Biking lanes and more shade.
 46. Fix the streets.
 47. Bike path.
 48. Bike lanes.
 49. More bike paths.
 50. More bike lanes and people need to drive more safer around bike people.
 51. Roads to be smoother.
 52. Have the sidewalk nice and smooth.
 53. Water fountains and shade places.
 54. Wider bike lanes.
 55. Biking routes and racks.
 56. Fix the sidewalks.
 57. Adding bike lanes to some roads.
 58. Look left and right.
 59. Should fix the sidewalks.
 60. Heaters on cold days and coolers on hot days.
 61. I think the sidewalk should be smother so the wheels don't pop.
 62. We could use more bike racks with lock and more bikeways because there is not that many of them here and the racks should be close to a restaurant if they get hungry.
 63. A bike that is safe to ride.
 64. To fix the sidewalks.
 65. One thing they can improve is keeping stray dogs away.
 66. Nothing, because I don't go biking at all.
 67. Fixing all the road cracks to avoid injuries.
 68. One thing that I would like to have more is more parks to have time to ride you bike and some you can only ride bikes and more things to put your bikes in.
 69. More parking poles/racks to chain up my bike.
 70. More bike lanes because there is only a little bit.
 71. One thing I would change to improve would be to put up signs making sure drivers are aware about cyclists.
 72. Having more bike racks.
 73. Have bike lanes.
 74. More crosswalks.
 75. They should make it safer by adding biking zones.
 76. One thing I suggest to improve is that there needs to be more bike lanes.
 77. To put up signs so that drivers don't go fast.
 78. One thing to improve biking in my area is to make a bike lane.
 79. Put more biking roads.
 80. Lower the speed limit.
 81. Install some more bike racks around Hanford.
 82. Add more bike lanes.
 83. Make sidewalks perfect, with no cracks.
 84. Fix the main roads and create a bike lane.
 85. Paint more bike lanes on the road.
 86. Have more bike lanes.
 87. Make bike trails and crossings for kids coming out of school and slower speed limit.
 88. Put more lights around Hanford.
 89. Put more stop signs.
 90. Add more bike lanes.
 91. In Hanford there needs to be a cop who watches the school areas. There needs to be better bike lanes. Keep people off the bike lanes. There needs to be more

- lights at night because it is too dark. We need better roads and better sidewalks and bike lanes and we need stray cats caught. We need more bike racks; often times people have to bring their bike inside the store, or they lean it on the wall where it might get stolen, or lock it to a pillar.
92. One thing to improve biking in my area is bike lanes so cars don't have to worry.
 93. I think you should put more street signs.
 94. I would make biking lanes.
 95. Get rid of the stray cats.
 96. One thing I would improve are the sidewalks. On University, there is this weird giant bump and it is so hard to ride over it on a bike. Most people who don't know about either fall off their bike or just ride over it.
 97. Have a lot more crosswalks and bike lanes. I would also install bike racks and better benches. Also, a restroom and or port-a-pottie.
 98. There should be more bike lanes on the road.
 99. Getting better bike lanes would be perfect, you have already seen my statement in the previous questions.
 100. I would put an area for bike lanes so you don't hit someone on the sidewalk.
 101. I would put up more biking lanes and less driving lanes.
 102. Maybe we can put more bike lanes so that people don't have to move out the way if someone has a bike and needs to get through.
 103. Rental bikes.
 104. I think more bike racks would be nice. I do not bike to school myself but this would be helpful to others.
 105. I would like to see more bike lanes and less potholes in the roads and fixed road signs; also more light-activated crosswalks, a four-way stop kind of system.
 106. Fix the sidewalks a little.
 107. There should be bike lanes; that way cars maintain a good distance.
 108. Make the town prettier.
 109. I would put more bike lanes and more street lamps.
 110. Unimpeded bike trails.
 111. I would like to have a lot more crosswalks in my area because we don't have any of them.
 112. I would want to have better sidewalks and not so bumpy.
 113. Pick up trash or move it out. There are too many leaves, gum, animal poop on the ground.
 114. Promote bike-to-work day, more bike racks, cycleways so that bikers can ride longer periods of time without interruption from traffic.
 115. There should be a bike lane alongside the road.
 116. Slow car limit.
 117. People need to slow down a lot.
 118. They should fix the roads and make them less rough.
 119. I think they should put more space for riding bikes.
 120. Make more bike trails that are wider.
 121. I would improve the bike routes and put more bike stands.
 122. More bike racks and bike lanes.
 123. A slower speed limit.
 124. Safety and room for cyclists.
 125. Making sidewalks and bike paths in Armona, particularly along 14th Avenue is a needed improvement. There is a lot of pedestrian/bike traffic throughout Armona, but the streets have no bike lanes, and road shoulders are rough and unfinished.
 126. I would add more bike lanes in the streets, I love biking around the streets.
 127. No more cracks.
 128. I would not do anything because it is perfect.
 129. One thing I can improve is getting more bike routes.
 130. More biking lanes, bike racks with auto locks.
 131. Bike lanes and more bike racks.
 132. We need more bike racks to put our bikes because more people are stealing other people's bikes.
 133. More bikeways or routes; I would like them to be visible since cars may not see them.
 134. More bike racks, more bike lanes.
 135. Maybe places you can get water because after a while you get tired from riding your bike and maybe you have run out of water.
 136. Improve on perhaps security and make the streets a lit bit more lit.
 137. To improve biking, there should be more benches and bike parking racks.
 138. "Biking for a cure" would be a cool project to end a disease or world hunger.
 139. More sidewalks or bike paths. More bike racks too.
 140. More bike racks and bike lanes.
 141. Putting lights around for bikers and making more bike lanes.
 142. They can improve trails or bike lanes.
 143. We need to add more bike lanes and the pavements near the YMCA need some work.
 144. More bike racks.
 145. More biking lanes and better sidewalks.
 146. More bike racks.
 147. We really need more bike racks around the community. We have hardly any so you can never leave your bike unattended for a long period of time.
 148. Install more bike racks.
 149. One thing to improve biking in my area would be to add bike lanes and install bike racks in more locations.
 150. I would fix the cracked roads and sidewalks.
 151. More bike lanes.
 152. Better stop lights.
 153. Install more bike lanes and bike racks.

154. The reckless drivers need to be worked on and put more stop signs, more crosswalks. Drivers tend to drive fast on long street without stop signs. They can get too close and hit the biker.
155. Make more bike paths and put more crosswalks and more stop signs and bike signs so they know not to drive fast.
156. I would make specific bike trails that those that enjoy biking could take. These trails would go out through the country and throughout the community. This would promote biking because there would actually be somewhere to bike and would make biking a more enjoyable experience.
157. Bike paths separated from the road.
158. Everything is good now.
159. Make more bike lanes/repaint them and add more bike racks.
160. I think that the bike lanes need to be repainted and that reflectors must be required in order to ride a bike. It is unsafe to ride one without them, especially at night. Lastly I would like more bike racks because then people could lock their bikes to them without having to worry about getting it stolen or damaged.
161. Bike racks.
162. More lights.
163. I would put up more bike lanes to help bikers out.
164. Maybe add more bike lines or sidewalks.
165. Easier to go on sidewalks.
166. Focus on a one-mile route that connects to a local park and travels along landscaped pathways that could be incorporated into future residential development edges. If a safe route is created people will use it just like how people flock to Rocky Hill Road just east of the City of Exeter where there is a nice scenic road that has little to no traffic and great views of the valley. This area is highly used by people who walk and bicycle and are willing to travel from adjacent communities even 20 miles away to enjoy.
167. Promote a comprehensive plan for cycling improvements such as the League of American Bicyclists "Bicycle Friendly America" program. It: 1. Sets standards for what constitutes a real bicycling culture and environment. 2. Affects decisions on how communities, businesses, universities and states grow. 3. Inspires action, involvement and coordination among people that want to improve conditions for bicyclists. 4. Guides progress by acting as a roadmap for what communities, businesses, universities and states should do next. 5. Rewards persistence as people respond to feedback, make changes and come back again and again to get recognition. 6. Raises expectations as to what really is expected and involved in making a great place for bicycling.
168. We need to devise a plan such as Fresno Woodward Park area has. It gets utilized by bikers, casual walkers and joggers.
169. Provide adequate bike lanes/paths.
170. Ticket unsafe drivers, community bike safety classes.
171. Bike lanes through railroad crossings and intersections, rather than ones that disappear and reappear on the other side, which suggest to the cars that you are also to disappear.
172. More bike paths in non-residential areas.
173. Multi-use trails.
174. Improve the brightness of street lights.
175. Definitely more bike racks. Can't really go into a store if you have nowhere to put your bike.
176. Fix the roads. Widen them. Fix blind intersections.
177. We used to do it a lot. Then the area got built up with developments but no bike lanes, street lighting on streets that lead to shopping and schools, and really poor street lighting.
178. I would love to see dedicated bike lanes for all major roads throughout Hanford (11th, 10th, 12th, Grangeville, Lacey, Arm Road). Some have it but there should be consistency along every major road.
179. Create more paths and lanes.
180. A designated bike route away from car traffic. Even though there are bike routes and signs to keep at least 3 feet away from bicyclist, the news about people getting hit does not instill confidence in the safety of the routes.
181. Fix the bumps on the shoulder of 12th Ave. and Grangeville...shoulder on the north side of Grangeville right before 16th Ave. is chewed up...Run a street sweeper on country roads to clean up the massive amount of debris.
182. A bike path to NAS Lemoore on Grangeville.
183. Dedicated bike/walk paths.
184. More lights in downtown area. Fix potholes, more bike lanes, install lighting in old part of Lemoore.
185. Bike lanes around town seem to be very broken. They are there for a few blocks and they disappear quickly. Many routes have goat heads on the road or paths.
186. The biggest thing that needs to be done is actual follow-through on implementing the existing bike routes plan that the County has had for decades. All the routes, projects, etc. are in the Kings County Regional Bicycle Plan, but no one actually makes the projects a reality by pursuing the funding that is available. How about an Action Committee instead of more planning?
187. Widen Lacey and Grangeville for bike lanes.
188. I would like to see the expansion of bike lanes throughout the city. Ideally, I would like to see miles of maintained trails that are away from traffic.



**AGENDA
STAFF REPORT**

MEETING DATE: 11/20/2018	AGENDA SECTION: A
---------------------------------	--------------------------

SUBJECT:

City Clerk: Deny Claim for Damages and direct the City Clerk to send notification of the denial to the claimant

RECOMMENDATION:

Deny the following claim for damages and direct the City Clerk to send notification of denial to the claimant.

BACKGROUND:

A claim for damages against the City was received by the following claimant: Law Office of Sam Salhab on behalf of Maria Avalos.

FISCAL IMPACT:

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 11/20/2018	AGENDA SECTION: B
---------------------------------	--------------------------

SUBJECT:

Administration: Main Street Hanford Services Agreement

RECOMMENDATION:

Staff recommends the City Council, by motion, approve the execution of a new Services Agreement with Main Street Hanford, (MSH), for Calendar Year 2019, (CY19).

BACKGROUND:

The Services Agreement between the City and MSH expires when the City's CY18 ends.

MSH is willing to continue providing services based upon the terms of its most recent contract with the City. As a result, the Services Agreement has been revised to identify a new term that runs concurrently with CY19, [January 1, 2019 through December 31, 2019]. All other terms remain unchanged.

FISCAL IMPACT:

The City will pay MSH \$81,090.00 for services provided during CY19. This amount will be divided into four (4) equal quarterly installments.

ATTACHMENTS:

2018 11 16 Main Street Hanford Services Agreement CY19

SERVICES AGREEMENT

* * * * *

THIS AGREEMENT is effective the 1st day of January, 2019, and is made by and between the **CITY OF HANFORD**, a municipal corporation (hereinafter “City”), and **MAIN STREET HANFORD**, a California non-profit public benefit corporation (hereinafter “MSH”). City and MSH are hereinafter referred to collectively as the “Parties” and singularly as a “Party.”

W I T N E S S E T H

In consideration of the mutual covenants set forth herein and for other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the parties hereto agree as follows:

1. **RECITALS.** This agreement is made and entered into with respect to the following facts:
 - a. The Hanford City Council has established the Central Parking and Business Improvement Area (hereinafter “District”), pursuant to Section 36000 et seq. of the Streets and Highways Code of the State of California, by the adoption of Ordinance No. 848 on April 22, 1975, as amended from time to time, and codified in Chapter 3.28 of the Hanford Municipal Code (hereinafter “ordinance”).
 - b. The City seeks services identified below that will benefit the District.
 - c. MSH, is willing to provide such services.

Attachment: 2018 11 16 Main Street Hanford Services Agreement CY19 (ADMIN: Main Street Hanford)

2. **TERM.**

- a. The term of this AGREEMENT shall be effective from January 1, 2019, until December 31, 2019, except that this Agreement may be terminated by either Party as provided herein.
- b. Should MSH breach any term or condition of this Agreement or fail to perform any of the provisions of this Agreement that it is obligated to perform hereunder, the City shall have the right to immediately terminate this Agreement.
- c. The City or MSH may terminate this Agreement for no cause at any time by giving sixty (60) calendar days prior written notice of termination. The termination shall be effective on the sixty-first (61st) calendar day after the date of such written notice.
- d. Effective the date of written notice of termination, MSH shall avoid incurring new expenses under this Agreement and City shall, except as otherwise provided herein, have no further obligation to render payment to MSH. Money previously paid to MSH and remaining unspent upon the date of termination shall be immediately returned to the City; MSH will, however, be entitled to compensation for authorized costs incurred and services provided to the City through the date of termination. Unspent monies and/or amounts owed to MSH, as applicable, will first be offset against any funds utilized by MSH for a purpose other than those authorized in Section 3 below.

3. **SERVICES.** MSH shall provide one or more of the following services:

- a. Engage in a program that cleans the District so that it is safe and appealing to consumers in a manner that promotes retail trade within the District. Such expenditures may include, without limitation: planting of annuals/color in the District's flowerbeds; cleaning sidewalks and public spaces so that they are free of debris and animal waste; and hiring additional security during the Holiday shopping season.
- b. Engage in activities that market the District so as to promote the District's retail trade; such activities will include, without limitation, advertising and publicity efforts utilizing multiple forms of communication (e.g., radio ads for seasonal shopping and special events, television ads for seasonal shopping and special events, print media for seasonal shopping and special events, focusing on local and out-of-town shoppers and visitors, and social media campaigns designed to create interest in shopping and visiting the District area; and special events designed to bring visitors and shoppers to the District area) to attract consumers from communities throughout the San Joaquin Valley;
- c. Construct and install improvements that will decorate public places within the District and/or make the District appealing to consumers so as to promote retail trade activities within the District; improvements may include, without limitation, parking facilities/improvements, tree grates, sidewalks, curb returns, and bulb-outs/planters, benches and rest areas that support the pedestrian population, ADA compliance improvements,

Holiday improvements, such as lighting, music, or other elements designed to bring interest to the District, larger improvement projects that may require the participation of the City of Hanford; and

- d. Undertake activities that contribute toward the filling of building vacancies within the District in a manner that promotes the District's retail trade activities, which may include, without limitation, real estate marketing campaigns designed to fill vacant storefronts and vacant lots, and window painting efforts to add interest to vacant buildings.

The services listed above are consistent with the District's purposes identified in the ordinance. MSH shall select the service(s) that it will provide during the term of this Agreement, and the level of services provided shall be commensurate with the compensation that the City will pay to MSH in accordance with Section 4 below. For example (and for illustration purposes only), if MSH elects to limit its services to the marketing of the District in a manner that promotes the District's retail trade, the level of marketing services provided shall be commensurate with the compensation amount identified in Section 4 below.

4. COMPENSATION.

- a. The City shall pay MSH a total of EIGHTY-ONE THOUSAND, NINETY AND NO/100 DOLLARS (\$81,090.00) for the services to be provided hereunder. This amount will be paid in four (4) equal installments, which shall occur on July 1, October 1, January 1, and April 1.
- b. Should MSH breach any term or condition of this Agreement or fail to perform any of the provisions of this Agreement that it is obligated to perform hereunder, the City shall have the right to withhold payment to

MSH until any such breach is cured or performance made as determined by the City in its sole and absolute discretion.

5. **FINANCIAL STATEMENTS AND ELECTION BALLOTS.**

- a. Within sixty (60) calendar days of the end of each of MSH's fiscal years (and portions thereof) that this Agreement remains in effect, MSH will provide to the City financial statements and written confirmation from an independent certified public accountant reasonably acceptable to the City that MSH is in full compliance with the terms of this Agreement. The financial statements shall, without limitation, reflect the manner in which funds received by MSH hereunder ("Agreement Funds") have been utilized in furtherance of the activities identified in Section 3 above. Financial statements will include, without limitation, an itemized list of goods and services for which MSH expended Agreement Funds and detailed descriptions of such goods and services. Should this Agreement expire or terminate on a date other than the last day of MSH's fiscal year, MSH will provide to the City, within sixty (60) calendar days of end of its then-current fiscal year, the financial statements for the portion of the fiscal year during which this Agreement remained in effect.
- b. The Hanford City Clerk (hereinafter "City Clerk") shall, throughout the term of this Agreement, have the right to be present for and observe the opening and tabulation of ballots relating to the election of MSH's directors and officers. MSH shall notify the City Clerk at least three (3) business days prior to each date on which election ballots will be open and tabulated.

6. **LIAISON.** The City shall appoint a liaison with whom MSH may communicate. The City will provide its liaison's name to MSH and will advise MSH if such person is replaced.

7. **INDEMNIFICATION.** MSH agrees to indemnify, defend and hold harmless the City and its officials, officers, employees, agents and volunteers from and against all claims, demands, actions, injuries, liabilities, losses, costs or damages, direct or indirect, and any and all attorneys fees and other expenses which the City or its officials, officers, employees, agents or volunteers may sustain or incur as a consequence of or anyway relate to MSH, or its employees', agents' and subcontractors' performance of MSH's responsibilities and obligations contained in this Agreement. This indemnification shall survive the termination of the Agreement.

8. **INSURANCE REQUIREMENTS.**

a. MSH will, during the term of this Agreement, maintain insurance coverage which shall be at least as broad as:

- (1) Commercial General Liability (CGL): Insurance Services Office (ISO) Form CG 0001 1207 covering CGL on an "occurrence" basis, including products-completed operations, personal and advertising injury, with limits no less than TWO MILLION AND NO/100 DOLLARS (\$2,000,000) per occurrence. Alternatively, MSH may maintain a CGL policy with limits of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per occurrence **and** an umbrella coverage policy with coverage limits of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) and which has a scope of coverage as broad as MSH's CGL policy. If a general aggregate limit applies, either the general aggregate limit

shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

- (2) Automobile Liability: ISO Form Number CA 00 01 covering any auto (Code 1), or if MSH has no owned autos, hired (Code 8), and non-owned autos (Code 9), with a limit no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury and property damage.
- (3) Workers' Compensation: as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury or disease.

If MSH maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by MSH.

- b. Any deductibles or self-insured retentions must be declared to and approved by the City. The City may require MSH to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. Alternatively, the City may require MSH to provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses within the retention.

c. The policies are to contain, or be endorsed to contain, the following provisions:

- (1) The City and its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of MSH including materials, parts, or equipment furnished in connection with such work or operations; products used by MSH; or automobiles owned, leased, hired or borrowed by MSH. General liability coverage can be provided in the form of an endorsement to MSH's insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.
- (2) For any claims related to this contract, MSH's insurance coverage shall be primary insurance as respects the City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City and/or its officers, officials, employees, or volunteers shall be in excess of MSH's insurance and shall be non-contributory.
- (3) Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

- d. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.
- e. MSH shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the MSH's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.
- f. MSH hereby grants to City and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of MSH may acquire against the City and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. MSH agrees to obtain endorsements necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.
- g. The City reserves the right to modify the insurance requirements contained in this contract, including, without limitation, coverage limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.
- h. MSH shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

- i. MSH will maintain special event or other similar coverage with respect to any and all events operated or sponsored by MSH pursuant to Section 3 above. MSH will notify the City at least forty-five (45) calendar days before any such event, and the City will identify the coverage limits that MSH will be required to maintain for such event.

9. INDEPENDENT CONTRACTOR STATUS. It is understood and agreed that MSH, in the performance of this Agreement, shall act as and be an independent contractor and shall not act as an agent or employee of the City. MSH and its employees shall obtain no retirement benefits or other benefits that accrue to the City's employees and MSH hereby expressly waives any claim it may have to any such rights. Nothing in this Agreement shall create or be construed as creating a partnership, joint venture or any other relationship between the City and MSH.

10. NOTICES. All notices herein required shall be in writing and shall be sent by certified mail, postage prepaid, addressed as follows:

Main Street Hanford
P.O. Box 690
Hanford, CA 93232
Attn: Executive Director

City of Hanford
319 N. Douty Street
Hanford, CA 93230
Attn: City Manager

11. CONFORMANCE TO APPLICABLE LAWS. MSH shall comply with all applicable federal, state, and city laws, rules and ordinances. No discrimination shall be made by MSH in the employment of persons to work under this Agreement because of race, color, national origin ancestry, sex or religion of such person.

12. ATTORNEYS' FEES. If an action at law or in equity is necessary to enforce or interpret the terms of this Agreement, the prevailing party shall be entitled to reasonable attorney's fees, costs and necessary disbursements in addition to any other reasonable relief to which he may be entitled. With respect to any suit, action or proceeding arising out of or related to this

Agreement, or the documentation related hereto, the parties hereby submit to the jurisdiction and venue of the Superior Court, for the County of Kings, State of California for any proceeding arising hereunder.

13. SOLE AND ONLY AGREEMENT. This Agreement supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the matters set forth herein and contains all of the covenants and agreements between the parties regarding said matters. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or in writing, have been made by any party or anyone acting on behalf of any party which is not embodied in the Agreement and no other agreement, statement or promise shall be valid or binding.

14. INVALIDITY. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force and effect without being impaired or invalidated in anyway.

15. AMENDMENT. No change, amendment or modification of the Agreement shall be valid unless the same be in writing and signed by the parties hereto.

///

///

///

///

///

///

///

///

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed
on the day and year first above written.

CITY OF HANFORD, a Municipal
Corporation,

By _____
DAVID AYERS
Mayor

ATTEST:

SARAH MARTINEZ, City Clerk

APPROVED AS TO FORM:

GRISWOLD, LaSALLE, COBB
DOWD & GIN, L.L.P., City Attorney

By: _____
TY N. MIZOTE

MAIN STREET HANFORD

By: _____
MICHELLE BROWN
Executive Director

Attachment: 2018 11 16 Main Street Hanford Services Agreement CY19 (ADMIN: Main Street Hanford)



**AGENDA
STAFF REPORT**

MEETING DATE: 11/20/2018

AGENDA SECTION: C

SUBJECT:

Finance: Warrant Register

RECOMMENDATION:

Approve warrant register for \$2,714,943.11

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

WARRANT REGISTER-DIVISION ORDER 11-20-18

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
001 GENERAL FUND	1005 IC-FINANCE CHANGE FUND	11/9/18	130577	CITY OF HANFORD HANFORD, CITY OF	50.00		CD B&P/ADD NEW DRWR	
	1480 REVOLVING POSTAGE	11/14/18	130714	MAILROOM FINANCE INC DBA TOTAL FUNDS	3,000.00	1167927410	2018-10 CMRS-METER	
	Division Total 001 GENERAL FUND				3,050.00			
1100 CITY COUNCIL	7902 CONTRIB-KINGS ECON DEVEL	11/13/18	130642	KINGS CO ECON DEVELOPMENT CORP KINGS CO ECON DEVELOPMENT CORP	6,559.83	2131	2018-11 CONTRIBUTION	
	7770 TRAINING/TRAVEL/MEETING	11/13/18	130687	SMART & FINAL CORP SMART & FINAL CORP	98.42		BLANKET PURCHASE ORDER	
	Division Total 1100 CITY COUNCIL				6,658.25			
1110 CITY MANAGER-CITY CLERK	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	58.10	109198308-C	2018-10	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	0.42	2014730	2018-10	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	59.40	2014730	2018-10	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	1.47	2014730	2018-10	
	7450 PUBLICATIONS AND DUES	11/13/18	130628	HANFORD ROTARY CLUB HANFORD ROTARY CLUB	60.00	12293	PYLE/DUES 2018-10	
	7450 PUBLICATIONS AND DUES	11/13/18	130628	HANFORD ROTARY CLUB HANFORD ROTARY CLUB	60.00	12482	PYLE/DUES 2018-11	
	7450 PUBLICATIONS AND DUES	11/13/18	130628	HANFORD ROTARY CLUB HANFORD ROTARY CLUB	50.00	12293	PYLE/INDUCTION FEE	
	7450 PUBLICATIONS AND DUES	11/13/18	130628	HANFORD ROTARY CLUB HANFORD ROTARY CLUB	49.15	12293	PYLE/PRO RATED DUES	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1110 CITY MANAGER-CITY CLERK	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	81.77	10285730	BLANKET PURCHASE ORDER	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	234.84	095038683	2018-10	
	Division Total 1110 CITY MANAGER-CITY CLERK 655.15							
1111 PERSONNEL	7496 GRP INSUR ADM EXPENSE	11/5/18	130469	ADMINISTRATIVE SOLUTIONS INC ADMINISTRATIVE SOLUTIONS INC	4,325.00	137014	2018-09 ADMIN FEE	
	7496 GRP INSUR ADM EXPENSE	11/5/18	130469	ADMINISTRATIVE SOLUTIONS INC ADMINISTRATIVE SOLUTIONS INC	4,250.00	139031	2018-10 ADMIN FEE	
	7495 PROF AND SPEC SERVICES	11/5/18	130472	ALTA LANGUAGE SERVICES INC ALTA LANGUAGE SERVICES INC	60.00	093018	LISTEN & SPEAK TEST	
	7560 ADVERTISING & PUBLIC REL	11/5/18	130490	FRESNO BEE FRESNO BEE	863.90	331760A	AD/ASST ENGINEER	
	7495 PROF AND SPEC SERVICES	11/5/18	130509	RUDY LOPEZ DBA JUST LIFT	1,557.00		2018-09 MEMBERSHIP	
	7495 PROF AND SPEC SERVICES	11/5/18	130509	RUDY LOPEZ DBA JUST LIFT	1,548.00		2018-11 MEMBERSHIP	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	48.35	109198308-C	2018-10	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	34.26	2014730	2018-10	
	7495 PROF AND SPEC SERVICES	11/9/18	130572	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	49.00	321168	LIVESCAN	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130581	ADMINISTRATIVE SOLUTIONS INC ADMINISTRATIVE SOLUTIONS INC	102.00	140358	2018-11 RETIREES	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130582	FRANK ALVISO ALVISO, FRANK	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130593	RICHARD BUTTS BUTTS, RICHARD	119.00		RETIREE INSUR/CITY COST	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1111 PERSONNEL	7496 GRP INSUR ADM EXPENSE	11/13/18	130595	JOHN M CAIN CAIN, JOHN M	119.00		RETIREE INSUR/CITY COST	
	7495 PROF AND SPEC SERVICES	11/13/18	130597	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	96.00	327362	LIVESCANS	
	7495 PROF AND SPEC SERVICES	11/13/18	130597	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	96.00	333541	LIVESCANS	
	7495 PROF AND SPEC SERVICES	11/13/18	130597	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	196.00	339785	LIVESCANS	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130598	NICHOLAS CARDARAS CARDARAS, NICHOLAS	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130599	TERRY CARR CARR, TERRY	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130601	DEBORAH CASSERA CASSERA, DEBORAH	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130602	JERRY CHOW CHOW, JERRY	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130608	BRIAN DECUIR DECUIR, BRIAN	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130618	DOLORES GALLEGOS GALLEGOS, DOLORES	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130619	DAVID E GARCIA GARCIA, DAVID E	119.00		RETIREE INCUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130623	JOHN L GOMES GOMES, JOHN L	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130624	DON GREEN GREEN, DON	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130625	CATHY GREGORY GREGORY, CATHY	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130630	ROBERT HERNANDEZ HERNANDEZ, ROBERT	119.00		RETIREE INSUR/CITY COST	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1111 PERSONNEL	7496 GRP INSUR ADM EXPENSE	11/13/18	130638	CHRIS JORDAN JORDAN, CHRIS	119.00		RETIREE INSUR/CITY COST	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	1,224.00	47657	MEDICAL EXAMS	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	564.00	50359	MEDICAL EXAMS	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130649	ARTHUR KNIGHT KNIGHT, ARTHUR	119.00		RETIREE INSUR/CITY COST	
	7495 PROF AND SPEC SERVICES	11/13/18	130654	JOSHUA W LEVIN LEVIN, JOSHUA W	450.00		TUIT PRE 1/7-8	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130655	JOHN LOBOA LOBOA, JOHN	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130656	GLORIA LOPEZ LOPEZ, GLORIA	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130662	MANUEL MEDRANO MEDRANO, MANUEL	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130665	PETER M MOES MOES, PETER M	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130668	LUIS M NAVARRO NAVARRO, LUIS M	119.00		RETIREE INSUR/CITY COST	
	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	127.27	10285730	BLANKET PURCHASE ORDER	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130675	JOE H RAMSEY RAMSEY, JOE H	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130676	DAVID REBELO REBELO, DAVID	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130677	JERRY REED REED, JERRY	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130679	JAN REYNOLDS REYNOLDS, JAN	119.00		RETIREE INSUR/CITY COST	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	11/13/18	130680	ALFRED RIVERA RIVERA, ALFRED	410.00		TUIT PRE 11/5-6	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130683	GEORGE SEPEDA SEPEDA, GEORGE	119.00		RETIREE INSUR/CITY COST	
	7495 PROF AND SPEC SERVICES	11/13/18	130685	JOSHUA SHEARER SHEARER JOSHUA	410.00		TUIT PRE 11/5-6	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	234.83	095038683	2018-10	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130705	WES YEARY YEARY, WES	119.00		RETIREE INSUR/CITY COST	
	7496 GRP INSUR ADM EXPENSE	11/13/18	130705	WES YEARY YEARY, WES	(119.00)		RETIREE INSUR/CITY COST	Y
	7496 GRP INSUR ADM EXPENSE	11/13/18	130707	WES YEARY YEARY, WES	119.00		REISSUE CK# 130705	
Division Total 1111 PERSONNEL					19,858.61			
1201 FINANCE-ACCOUNTING	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	58.02	109198308-C	2018-10	
	7999 CAL CARD CLEARING	11/5/18	130548	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	16,993.72		CAL CARD 2018-10	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	334.51	2014730	2018-10	
	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	914.98	10285730	BLANKET PURCHASE ORDER	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	328.77	095038682	2018-10	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	364.36	095038693	2018-10	
Division Total 1201 FINANCE-ACCOUNTING					18,994.36			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1210 FINANCE-UTILITY BILLING	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	7.75		BLANKET PURCHASE ORDER	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	58.02	109198308-0	2018-10	
	7320 COMMUNICATIONS	11/5/18	130553	VERIZON WIRELESS VERIZON WIRELESS	14.79	9816436802	2018-10	
	7440 OFFICE EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	163.94	2014730	2018-10	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	42.24	518384810/1	UNIFORMS-FIN UTIL BIL	
	7495 PROF AND SPEC SERVICES	11/13/18	130620	GARDA CL WEST INC GARDA CL WEST INC	635.18	10438073	2018-11	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130658	LOWE'S LOWE'S	9.17		BLANKET PURCHASE ORDER	
Division Total 1210 FINANCE-UTILITY BILLING					931.09			
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	963.00		AGENCIES/COMM	
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	511.40		CITY CLERK	
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	307.50		CITY MANAGER MATTERS	
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	4,768.00		CODE ENFORCEMENT	
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	3,186.25		COMMUNITY DEVELOPMENT	
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	150.75		COUNCIL ADMIN	
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	6,050.50		COURTHOUSE SQ	
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	2,720.25		ENG & UTIL	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	5,944.80		FINANCE	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	1,008.00		FIRE	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	5,269.85		MEETINGS	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	16.50		POLICE	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	186.50		PROPERTY MGMT	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	169.75		PUBLIC WORKS	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7490 CONTRACTED LEGAL SERVICE	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	2,173.00		RECREATION	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	141.75		EDA GRANT	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	7,895.00		HOMELESS	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	1,135.00		LABOR FIRE CAPT/FF	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	125.00		LABOR GENERAL UNIT	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	144.00		LABOR GENERAL UNIT	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	1,797.60		LITIG HELENA	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	52.20		LITIG HSR ED	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	315.00		LITIG NEVADA POL	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	930.00		LITIG SJVEDC	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	2,130.75		PFA ENER SOLUTIONS	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	272.92		RDA SUCCESSOR AGENCY	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	1,982.41		REAL ESTATE	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7518 SPECIAL LEGAL SERVICES	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	90.00		RMA	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7519 LIABILITY RISK MANAGEMENT	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	197.50		LITIG ADAMS	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7519 LIABILITY RISK MANAGEMENT	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	5,682.59		LITIG CERVANTES	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7519 LIABILITY RISK MANAGEMENT	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	2,381.06		LITIG PEREZ	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7519 LIABILITY RISK MANAGEMENT	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	515.80		LITIG SCE	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
	7519 LIABILITY RISK MANAGEMENT	11/5/18	130494	GRISWOLD, LASALLE, COBB, DOWD & GIN	5,219.50		LITIG VALDEZ	
				GRISWOLD, LASALLE, COBB, DOWD & GIN				
Division Total 1300 CITY ATTORNEY/LEGAL SVCS					64,434.13			
1309 LIABILITY INSURANCE	7330 LIABILITY INSURANCE	11/9/18	130579	YORK RISK SERVICES GROUP, INC	2,156.60		2018-09 SVC FEE	
				YORK RISK SERVICES GROUP, INC-LIAB				
	7330 LIABILITY INSURANCE	11/9/18	130579	YORK RISK SERVICES GROUP, INC	3,255.40		2018-10 SVC FEE	
				YORK RISK SERVICES GROUP, INC-LIAB				
Division Total 1309 LIABILITY INSURANCE					5,412.00			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1310 WORKERS' COMPENSATION	7490 CONTRACTED LEGAL SERVICE	11/5/18	130519	MARIOTTO MARIA B DBA MARIOTTO RESOLUTIONS INC	1,575.00	091827A	REISSUE CK#130013	
	7169 WORKERS' COMP INSURANCE	11/13/18	130580	ACCLAMATION INSURANCE MGMT SVC-WC ACCLAMATION INSURANCE MGMT SVC	5,462.52	109843	2018-10 ADMIN SVC FEE	
	Division Total 1310 WORKERS' COMPENSATION 7,037.52							
1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	11/5/18	130487	COMPUTER SYSTEMS PLUS INC COMPUTER SYSTEMS PLUS INC	1,697.20	97158	2018-10 HOSTING/SCAN	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	38.68	109198308-C	2018-10	
	7495 PROF AND SPEC SERVICES	11/13/18	130594	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	9,600.00	PWQ2414	SFTW SUBSC/SOPHOS	
	7495 PROF AND SPEC SERVICES	11/13/18	130594	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	2,058.00	PWQ2414	SFTW SUBSC/SOPHOS	
	7495 PROF AND SPEC SERVICES	11/13/18	130606	COMCAST BUSINESS COMCAST BUSINESS	3,228.66	71990741	939068019 ETHERNET	
	7495 PROF AND SPEC SERVICES	11/13/18	130693	SWAGIT PRODUCTIONS, LLC SWAGIT PRODUCTIONS, LLC	50.00	11773	2018-10 AUDIO STREAM	
	Division Total 1315 COMPUTER MAINTENANCE 16,672.54							
1411 PLANNING	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	38.68	109198308-C	2018-10	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	3.43	2014730	2018-10	
	7495 PROF AND SPEC SERVICES	11/13/18	130647	KINGS CO RECORDER KINGS CO RECORDER	109.00	1817718	PMW 2018-05/513-0235	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	67.38	95038685	2018-10	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 1411 PLANNING					218.49			
1412	7455	11/5/18	130493	GOLDEN STATE OVERNIGHT	6.52	3749674	SHIP TO INTERWEST	
BUILDING INSPECTION	POSTAGE AND FREIGHT			GOLDEN STATE OVERNIGHT				
	7495	11/5/18	130503	INTERWEST CONSULTING GROUP INC	840.00	43662	PROF SVCS 7/1-9/14	
	PROF AND SPEC SERVICES			INTERWEST CONSULTING GROUP INC				
	7495	11/5/18	130503	INTERWEST CONSULTING GROUP INC	1,020.00	44667	PROF SVCS 9/10-10/29	
	PROF AND SPEC SERVICES			INTERWEST CONSULTING GROUP INC				
	7495	11/5/18	130503	INTERWEST CONSULTING GROUP INC	1,493.07	44437	PROF SVCS 9/1-30	
	PROF AND SPEC SERVICES			INTERWEST CONSULTING GROUP INC				
	7320	11/5/18	130544	U S TELEPACIFIC CORP DBA	106.37	109198308-0	2018-10	
	COMMUNICATIONS			T P X COMMUNICATIONS				
	7460	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC	12.46	2014730	2018-10	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7300	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC	69.96	518380810/1	UNIFORMS- BLDG INSPEC	
	UNIFORM EXPENSE			ARAMARK UNIFORM SERVICES, INC				
	4330-002	11/13/18	130587	ZACKARY OR SARAH AZEVEDO	100.00	CE18-0517	REFUND-CITATION	
	PENALTIES/ASSMTS-CODE EN			AZEVEDO, ZACKARY OR SARAH				
	4931	11/13/18	130615	F P CONTRACTING INC	3,242.37	FY18-0933	REFUND OVERPMT	
	PLAN CHECKING FEES			F P CONTRACTING INC				
	7495	11/13/18	130634	INTERWEST CONSULTING GROUP INC	420.00	44682	PROF SVCS 8/27-10/29	
	PROF AND SPEC SERVICES			INTERWEST CONSULTING GROUP INC				
	7440	11/13/18	130670	OFFICE DEPOT (CONTRACT)	137.64	10285730	BLANKET PURCHASE ORDER	
	OFFICE EXPENSE			OFFICE DEPOT				
	7924	11/13/18	130670	OFFICE DEPOT (CONTRACT)	54.06	10285730	BLANKET PURCHASE ORDER	
	VEHICLE ABATEMENT EXPEN			OFFICE DEPOT				
	4931	11/13/18	130674	PERMIT PLACE	418.44	110618	RFD-OVERPAYMENT	
	PLAN CHECKING FEES			PERMIT PLACE				
	7770	11/13/18	130699	TOM WEBB	252.88	EXP 10/14-1	EXP/ONT 10/14-18	
	TRAINING/TRAVEL/MEETING			WEBB, TOM				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1412 BUILDING INSPECTION	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	131.60	95038685	2018-10	
Division Total 1412 BUILDING INSPECTION					8,305.37			
1413 CITY HFD PUBLIC HSG AUTH	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	29.01	109198308-C	2018-10	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	46.47	2014730	2018-10	
	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	108.06	10285730	BLANKET PURCHASE ORDER	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	130.96	95038685	2018-10	
Division Total 1413 CITY HFD PUBLIC HSG AUTH					314.50			
1431 CENTRL PRKNG & BUS ID-OP	7555-001 DOWNTOWN LANDSCAPE MA	11/13/18	130659	MAIN STREET HANFORD MAIN STREET HANFORD	3,750.00	H100	CROW ABATEMENT	
Division Total 1431 CENTRL PRKNG & BUS ID-OP					3,750.00			
1450-001 CDBG ENTITLEMENT REUSE FD	7495 PROF AND SPEC SERVICES	11/13/18	130647	KINGS CO RECORDER KINGS CO RECORDER	8.00	17108	3YR GRANT RELEASE	
Division Total 1450-001 CDBG ENTITLEMENT REUSE FD					8.00			
1450-017 CDBG ENTITLEMENT 2017/18	7531 ADMINISTRATIVE EXPENSES	11/5/18	130536	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	2,954.74	140055948	HFD RESIDENTL SURVEY	
	7531 ADMINISTRATIVE EXPENSES	11/14/18	130713	THE RAMSAY GROUP RAMSAY GROUP THE	3,850.00	001A	REISSUE CK#130377	
Division Total 1450-017 CDBG ENTITLEMENT 2017/18					6,804.74			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1450-018 CDBG ENTITLEMENT 2018/19	7531 ADMINISTRATIVE EXPENSES	11/5/18	130496	HANFORD SENTINEL 234-60007669 HANFORD SENTINEL LEGAL	373.75	85535	2019-23 CON PLAN AP A	
	7531-002 CONTINUUM OF CARE	11/5/18	130513	KINGS TULARE CONTINUUM OF CARE KINGS TULARE CONTINUUM OF CARE	479.16	1390	COC SEP PRG DEL	
	Division Total 1450-018 CDBG ENTITLEMENT 2018/19 852.91							
1460-001 HOME REVOLVING REUSE FUND	7495 PROF AND SPEC SERVICES	11/13/18	130647	KINGS CO RECORDER KINGS CO RECORDER	8.00	17108	RECONVEY DEED	
	7495 PROF AND SPEC SERVICES	11/13/18	130647	KINGS CO RECORDER KINGS CO RECORDER	8.00	17108	RECONVEY DEED	
	Division Total 1460-001 HOME REVOLVING REUSE FUND 16.00							
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	11/5/18	130468	DAVID B JONES DBA ABSOLUTE RESOLUTION INVESTIGATIONS	800.00		K QUILTY BKGRND INV	
	7495 PROF AND SPEC SERVICES	11/5/18	130482	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	335039	2018-07 1ST QTR CLETS	
	7495 PROF AND SPEC SERVICES	11/5/18	130482	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	335039	2018-08 1ST QTR CLETS	
	7495 PROF AND SPEC SERVICES	11/5/18	130482	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	335039	2018-09 1ST QTR CLETS	
	7770 TRAINING/TRAVEL/MEETING	11/5/18	130488	JARRED COTTA COTTA, JARRED	33.17	EXP 10/29-3	EXP/OAKLAND 10/29-30	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	544.08	109198308-C	2018-10	
	7770 TRAINING/TRAVEL/MEETING	11/13/18	130610	RAYMOND DIAS DIAS, RAYMOND	176.00	TR DIAS3	ADV/MOUTVIEW 12/10-12	
	7770 TRAINING/TRAVEL/MEETING	11/13/18	130610	RAYMOND DIAS DIAS, RAYMOND	550.28	TR DIAS3	LDG/MOUTVIEW 12/10-12	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	14.31	135683A	ADHESIVE PAD PHOTO SCALES	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.69	135683B	ADHESIVE PAD PHOTO SCALES	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	33.49	135683A	BLACK FINGERPRINT POWDER/	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	3.95	135683B	BLACK FINGERPRINT POWDER/	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	159.74	135683A	CAP/SHURE SWABS/6" WOOD/1	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	18.82	135683B	CAP/SHURE SWABS/6" WOOD/1	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	32.20	135683A	COLORIMETRIC SCALE NNDV N	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	3.80	135683B	COLORIMETRIC SCALE NNDV N	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	36.50	135683A	COUNTERTOP PAPER ROLL 21"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	4.30	135683B	COUNTERTOP PAPER ROLL 21"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	12.74	135683A	DRY ERASE BOARD/YELLOW12"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.50	135683B	DRY ERASE BOARD/YELLOW12"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	188.66	135683A	ESTIMATED SHIPPING/HANDLI	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	22.23	135683B	ESTIMATED SHIPPING/HANDLI	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	12.08	135683A	EVIDENCE ORANGE FLAGS/MET	
				EVIDENT, INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.42	135683B	EVIDENCE ORANGE FLAGS/MET	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	16.40	135683A	EVIDENCE TUBES/12-6"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.93	135683B	EVIDENCE TUBES/12-6"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	24.15	135683A	EVIDENCE TUBS 25-9"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	2.85	135683B	EVIDENCE TUBS 25-9"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	23.19	135683A	FLAT LIGHTWEIGHT MARKERS/	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	2.73	135683B	FLAT LIGHTWEIGHT MARKERS/	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	30.11	135683A	FOLDING PHOTO SCALE/12"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	3.55	135683B	FOLDING PHOTO SCALE/12"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	29.79	135683A	HEPA RESPIRATOR 3M/MEDIUM	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	3.51	135683B	HEPA RESPIRATOR 3M/MEDIUM	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	29.79	135683A	HEPA RRESPIRATOR 3M/LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	3.51	135683B	HEPA RRESPIRATOR 3M/LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	33.49	135683A	HITE FINGERPRINT POWDER/2	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	3.95	135683B	HITE FINGERPRINT POWDER/2	
				EVIDENT, INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	124.79	135683A	LARGE PAPER EVIDENCE BAGS	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	14.71	135683B	LARGE PAPER EVIDENCE BAGS	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	130.25	135683A	LATENT PRINT FIELD KIT/ST	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	15.35	135683B	LATENT PRINT FIELD KIT/ST	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	24.42	135683A	LINED GALLON CANS/2	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	2.88	135683B	LINED GALLON CANS/2	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	15.81	135683A	LINED PINT CANS/6	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.86	135683B	LINED PINT CANS/6	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	17.47	135683A	LINED QUART C ANS/6	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	2.06	135683B	LINED QUART C ANS/6	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	2.68	135683A	MINI-SCOOPS 8"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	0.32	135683B	MINI-SCOOPS 8"	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	83.20	135683A	ODOR RESPIRATORS 20-3M/R9	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	9.80	135683B	ODOR RESPIRATORS 20-3M/R9	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	43.73	135683A	ODOR/PARTICULATE FILTER/3	
				EVIDENT, INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	5.15	135683B	ODOR/PARTICULATE FILTER/3	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	143.78	135683A	POLICE LINE/DO NOT CROSS/	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	16.94	135683B	POLICE LINE/DO NOT CROSS/	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	235.26	135683A	RED EVIDENCE-PRO SECURITY	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	27.73	135683B	RED EVIDENCE-PRO SECURITY	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	12.17	135683A	SHOE COVERS/X-LARGE/10 PA	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.43	135683B	SHOE COVERS/X-LARGE/10 PA	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	35.82	135683A	STERILE WATER AMPULES/100	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	4.22	135683B	STERILE WATER AMPULES/100	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	14.56	135683A	TYVEK COVERALL/X-LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.72	135683B	TYVEK COVERALL/X-LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	14.56	135683A	TYVEK COVERALL/XX-LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.72	135683B	TYVEK COVERALL/XX-LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	16.23	135683A	TYVEK COVERALL/XXX-LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.91	135683B	TYVEK COVERALL/XXX-LARGE	
				EVIDENT, INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	14.56	135683A	TYVEK COVERALL-MEDIUM	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.72	135683B	TYVEK COVERALL-MEDIUM	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	14.56	135683A	TYVEK COVERALL-LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.72	135683B	TYVEK COVERALL-LARGE	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	80.51	135683A	VIPER FIBERGLASS BRUSH/25	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	9.49	135683B	VIPER FIBERGLASS BRUSH/25	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	9.95	135683A	YELLOW ADHESIVE ARROWS/10	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	1.17	135683B	YELLOW ADHESIVE ARROWS/10	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	73.00	135683A	YELLOW ADHESIVE NUMBERS/1	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130614	EVIDENT, INC	8.60	135683B	YELLOW ADHESIVE NUMBERS/1	
				EVIDENT, INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130644	PHILLIP J GAPEN DBA	128.99	4032	GLS ENTRY KNOB	
				KINGS CO MOBILE LOCKSMITH SVC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130644	PHILLIP J GAPEN DBA	215.86	3981	GLS STORE RM LOCK	
				KINGS CO MOBILE LOCKSMITH SVC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130644	PHILLIP J GAPEN DBA	55.00	4050	SERV CALL/LOCK SWAP	
				KINGS CO MOBILE LOCKSMITH SVC				
	7470 PRINTING	11/13/18	130670	OFFICE DEPOT (CONTRACT)	121.41	10285730	BLANKET PURCHASE ORDER	
				OFFICE DEPOT				
	7770 TRAINING/TRAVEL/MEETING	11/13/18	130672	ALSIE ORTEGA	176.00	TR ORTEGA	ADV/MOUTVIEW 12/10-12	
				ORTEGA, ALSIE				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	11/13/18	130672	ALSIE ORTEGA ORTEGA, ALSIE	550.28	TR ORTEGA	LDG/MOUTVIEW 12/10-12	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130682	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	53.33	634688	ESTIMATED SHIPPING/HANDLI	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130682	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	26.98	635071	ESTIMATED SHIPPING/HANDLI	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130682	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	765.12	634688	FORCE ON FORCE 5.56MM BLA	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130682	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	387.07	635071	FORCE ON FORCE 5.56MM BLA	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130682	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	534.73	634688	SIMUNITION 9MM SECURIBLAN	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130682	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	270.52	635071	SIMUNITION 9MM SECURIBLAN	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130682	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	927.95	634688	SIMUNITION FX 9003 MASK,	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130682	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	469.44	635071	SIMUNITION FX 9003 MASK,	
	7770 TRAINING/TRAVEL/MEETING	11/13/18	130688	SEAN SNODGRASS SNODGRASS, SEAN	242.88	EXP 10/29-3	EXP/FRESNO 10/29-31	
	7770 TRAINING/TRAVEL/MEETING	11/13/18	130702	DALE WILLIAMS WILLIAMS, DALE	19.00	EXP 10/28-2	EXP/CONCORD 10/28-29	
Division Total 1511 POLICE-SUPPORT SERVICE					10,919.26			
1512-1 POLICE-RECORDS	7770 TRAINING/TRAVEL/MEETING	11/5/18	130518	MARIBEL V STINSON STINSON MARIBEL V	232.50	TR STINSON	ADV/CARLSBAD 11/11-16	
	7460 DUPLICATING EXPENSE	11/5/18	130520	MARLIN LEASING CORP DBA MARLIN BUSINESS BANK	610.14	16398434	LEASE -KYOCERA 401-12174	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	170.43	2014730	2018-10	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1512-1 POLICE-RECORDS	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	167.92	10285730	BLANKET PURCHASE ORDER	
	7460 DUPLICATING EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	353.82	10285730	BLANKET PURCHASE ORDER	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	226.88	095038691	2018-10	
	Division Total 1512-1 POLICE-RECORDS				1,761.69			
1512-2 POLICE-COMMUNICATIONS	7770 TRAINING/TRAVEL/MEETINGS	11/13/18	130589	TONI BARNES BARNES, TONI	16.00	EXP 10/17	EXP/VISALIA 10/17	
	7770 TRAINING/TRAVEL/MEETINGS	11/13/18	130631	KERI HUNTER HUNTER, KERI	156.91	EXP 10/29-3	EXP/FRESNO 10/29-30	
	Division Total 1512-2 POLICE-COMMUNICATIONS				172.91			
1513 POLICE-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXPENSE	11/13/18	130594	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	1,018.88	PTX0739	SUBSC/CRADLEPOINT	
	4305-001 PARKING FINES-HANFORD	11/14/18	130711	KINGS CO TREASURER KINGS CO TREASURER	912.50		2018-10 CTHS/JAIL FDS	
	4305-001 PARKING FINES-HANFORD	11/14/18	130711	KINGS CO TREASURER KINGS CO TREASURER	314.50		2018-10 PENLTY EQ/REG	
	7540 PARKING CITATN ADMIN COSTS	11/14/18	130715	TURBO DATA SYS INC TURBO DATA SYS INC	609.23	29069	2018-10	
	7540 PARKING CITATN ADMIN COSTS	11/14/18	130715	TURBO DATA SYS INC TURBO DATA SYS INC	203.78	29069	TICKET PRO MONTHLY	
	Division Total 1513 POLICE-OPERATIONS				3,058.89			
1514 POLICE-TRAFFIC ENFORCEMENT	7600 SPECIAL DEPARTMENTAL EXPENSE	11/13/18	130673	P V P COMMUNICATIONS P V P COMMUNICATIONS	16.02	124811	ESTIMATED SHIPPING/HANDLING	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1514 POLICE-TRAFFIC ENFORCEMNT	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130673	P V P COMMUNICATIONS P V P COMMUNICATIONS	426.07	124811	SPEAKERMIC/FREEDOM/WITH W	
Division Total 1514 POLICE-TRAFFIC ENFORCEMNT					442.09			
1516 POLICE-SCHOOL OFFICER PRG	7450 PUBLICATIONS AND DUES	11/13/18	130666	NATIONAL ASSOC OF S R O, INC NATIONAL ASSOC OF S R O, INC	40.00		WESTLUND 2019 MEMB	
Division Total 1516 POLICE-SCHOOL OFFICER PRG					40.00			
1610 FIRE-ADMIN/SUPPRESSIO N	7455 POSTAGE AND FREIGHT	11/5/18	130493	GOLDEN STATE OVERNIGHT GOLDEN STATE OVERNIGHT	7.70	3749674	SHIP TO INTERWEST	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	15.28		FIRE #1 PARTS	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	40.88		FIRE #1 PARTS	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	16.53		FIRE #1 PARTS	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130512	KINGS CO PIPE EMPIRE BLUE TARP KINGS CO PIPE EMPIRE BLUE TARP	9.00	1810-142020	PARTS FOR FIRE	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130512	KINGS CO PIPE EMPIRE BLUE TARP KINGS CO PIPE EMPIRE BLUE TARP	10.09	1810-141732	PARTS FOR FIRE #1	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130543	INTERLINE BRANDS INC DBA SUPPLYWORKS	17.96	461715534	PARTS FIRE #1	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	222.41	109198308-0	2018-10	
	7320 COMMUNICATIONS	11/5/18	130554	VERIZON WIRELESS VERIZON WIRELESS	360.61	9816626044	342019390 DATA PORTS	
	7460 DUPLICATING EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	47.58	2014730	2018-10	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1610 FIRE-ADMIN/SUPPRESSION	7010 REGULAR EMPLOYEES	11/9/18	130567	THOMAS LEE LEE, THOMAS	1,839.93		CY18 PP023 NO DIR DEP	
	7495 PROF AND SPEC SERVICES	11/13/18	130583	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	129.43	1502247282	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130583	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	130.36	1502248030	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130583	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	129.43	1502256863	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130583	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	130.36	1502257578	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130616	FASHION CLEANERS INC FASHION CLEANERS INC	35.12	318453	CLEANING SVCS	
	7320 COMMUNICATIONS	11/13/18	130629	HANGAR 14 SOLUTIONS LLC HANGAR 14 SOLUTIONS LLC	1,500.00	2557	INITIAL SETUP FEE	
	7495 PROF AND SPEC SERVICES	11/13/18	130643	KINGS CO GLASS KINGS CO GLASS	123.75	W040570	INSTALL SCREENS	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	57.00	50359	MEDICAL EXAMS	
	7600 SPECIAL DEPARTMENTAL EXP	11/13/18	130652	THE LAWNMOWER MAN LAWN MOWER MAN, THE	41.36	5917336	BLANKET PURCHASE ORDER	
	7455 POSTAGE AND FREIGHT	11/13/18	130671	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.76	8843859	GOLDEN ST FIRE APP	
	7600 SPECIAL DEPARTMENTAL EXP	11/13/18	130692	INTERLINE BRANDS INC DBA SUPPLYWORKS	236.87	461268484	BLANKET PURCHASE ORDER	
	7455 POSTAGE AND FREIGHT	11/13/18	130696	TWO EAGER DREAMS INC DBA U P S STORE #3921	18.69	6448	BLANKET PURCHASE ORDER	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	300.71	095038686	2018-10	
Division Total 1610 FIRE-ADMIN/SUPPRESSION					5,424.81			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	11/13/18	130634	INTERWEST CONSULTING GROUP INC	390.00	44019	BLANKET PURCHASE ORDER	
				INTERWEST CONSULTING GROUP INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130634	INTERWEST CONSULTING GROUP INC	199.08	44438	BLANKET PURCHASE ORDER	
				INTERWEST CONSULTING GROUP INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130634	INTERWEST CONSULTING GROUP INC	240.00	44734	BLANKET PURCHASE ORDER	
				INTERWEST CONSULTING GROUP INC				
Division Total 1611 FIRE-FIRE PREVENTION					829.08			
1710 PARKS & REC-ADMIN	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA	38.68	109198308-	2018-10	
				T P X COMMUNICATIONS				
	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT)	238.97	10285730	BLANKET PURCHASE ORDER	
				OFFICE DEPOT				
Division Total 1710 PARKS & REC-ADMIN					277.65			
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130658	LOWE'S	81.50		BLANKET PURCHASE ORDER	
				LOWE'S				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130692	INTERLINE BRANDS INC DBA	131.63	457984565	BLANKET PURCHASE ORDER	
				SUPPLYWORKS				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130692	INTERLINE BRANDS INC DBA	158.43	462525452	BLANKET PURCHASE ORDER	
				SUPPLYWORKS				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130692	INTERLINE BRANDS INC DBA	33.46	462525460	BLANKET PURCHASE ORDER	
				SUPPLYWORKS				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130706	SUNSHINE MONTOYA-KENTON DBA	152.30	201708350	SOFTBALL SHIRTS	
				SUNCO DESIGNS				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130706	SUNSHINE MONTOYA-KENTON DBA	190.90	201708351	SOFTBALL SHIRTS	
				SUNCO DESIGNS				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130706	SUNSHINE MONTOYA-KENTON DBA	134.06	201708352	SOFTBALL SHIRTS	
				SUNCO DESIGNS				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130706	SUNSHINE MONTOYA-KENTON DBA SUNCO DESIGNS	(38.08)	201708350	WITHHOLDING 25%	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130706	SUNSHINE MONTOYA-KENTON DBA SUNCO DESIGNS	(47.73)	201708351	WITHHOLDING 25%	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130706	SUNSHINE MONTOYA-KENTON DBA SUNCO DESIGNS	(33.52)	201708352	WITHHOLDING 25%	
	Division Total 1711 PARKS & REC-SPORTS				762.95			
1713 PARKS & REC-LONGFIELD	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130687	SMART & FINAL CORP SMART & FINAL CORP	206.91		BLANKET PURCHASE ORDER	
	Division Total 1713 PARKS & REC-LONGFIELD				206.91			
1714 PARKS & REC-POOL/SKATE	7495 PROF AND SPEC SERVICES	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	24.50	1811652	2018-11 PLUNGE	
	Division Total 1714 PARKS & REC-POOL/SKATE				24.50			
1714-001 AQUATICS CAP/EQ REPL RES	7600 SPECIAL DEPARTMENTAL EX	11/1/18	130466	BELL MEMORIALS & GRANITE WORKS INC BELL MEMORIALS & GRANITE WORKS INC	4,987.58	1218	50% PMT/MONUMENT SIGN	
	Division Total 1714-001 AQUATICS CAP/EQ REPL RES				4,987.58			
1719 PARKS & REC-YOUTH SERV	7495 PROF AND SPEC SERVICES	11/1/18	130467	JASON D HARPER HARPER JASON D	500.00		REISSUE CK#129636	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130495	CHERYL GONZALES DBA HANFORD BARGAIN CENTER	96.51	54783	COAT RACK TEEN CTR	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	19.34	109198308-C	2018-10	
	7495 PROF AND SPEC SERVICES	11/13/18	130651	TAMMY L LAWLEY LAWLEY, TAMMY L	130.00	111618	PRINCESS PJ PARTY ENT	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1719 PARKS & REC-YOUTH SERV	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130687	SMART & FINAL CORP	147.46		BLANKET PURCHASE ORDER	
				SMART & FINAL CORP				
	7470 PRINTING	11/13/18	130704	XEROX CORP	245.24	095038687	2018-10	
				XEROX CORP				
Division Total 1719 PARKS & REC-YOUTH SERV					1,138.55			
1720 PARKS & REC-ADULT/SPCL	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA	9.67	109198308-C	2018-10	
				T P X COMMUNICATIONS				
	7495 PROF AND SPEC SERVICES	11/13/18	130663	JAMES CHARLES MCCOY DBA	200.00	1502	SECURITY MELCO DNCE	
				MID VALLEY ENFORCEMENT				
	7560 ADVERTISING & PUBLIC REL	11/13/18	130667	NATIONAL PEN CORPORATION	378.49	5301513221	SENIOR FLASHLIGHTS	
Division Total 1720 PARKS & REC-ADULT/SPCL					588.16			
1721 PARKS & REC-COMM PROM/EVT	7611 RENAISSANCE FAIRE	11/5/18	130475	BARLEYCORN COUNTRY DANCERS	350.00		REN FAIRE ENT	
				BARLEYCORN COUNTRY DANCERS				
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA	9.67	109198308-C	2018-10	
				T P X COMMUNICATIONS				
	7440 OFFICE EXPENSE	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC	18.35	2014730	2018-10	
				ZOOM IMAGING SOLUTIONS INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130687	SMART & FINAL CORP	243.34		BLANKET PURCHASE ORDER	
				SMART & FINAL CORP				
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA	358.26		BLANKET PURCHASE ORDER	
				HOME DEPOT STORES, THE				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1722 PARKS & REC-PARKS	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	19.34	109198308-0	2018-10	
	7320 COMMUNICATIONS	11/5/18	130553	VERIZON WIRELESS VERIZON WIRELESS	2.02	9816436802	2018-10	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	210.96	518379810/1	UNIFORMS-PARKS	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	110.00	47657	MEDICAL EXAMS	
	7550 OTHER CONTRACTUAL SERV	11/13/18	130653	MICHAEL P LEONI LEONI, MICHAEL P	500.00	0009	GOPHER ABATEMNT	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130658	LOWE'S LOWE'S	35.64		BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130661	CONSOLIDATED ELEC DIST, INC DBA MEDALLION SUPPLY	13.59	2877-479508	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130661	CONSOLIDATED ELEC DIST, INC DBA MEDALLION SUPPLY	4.41	2877-479554	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130664	MILLER'S RENTALAND MILLER'S RENTALAND	26.00	762506	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130664	MILLER'S RENTALAND MILLER'S RENTALAND	50.00	762679	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130669	NICK CHAMPI ENTERPRISES INC NICK CHAMPI ENTERPRISES INC	65.99	22402	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130692	INTERLINE BRANDS INC DBA SUPPLYWORKS	970.54	457431260	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130692	INTERLINE BRANDS INC DBA SUPPLYWORKS	1,138.37	460401490	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130692	INTERLINE BRANDS INC DBA SUPPLYWORKS	224.15	461706723	BLANKET PURCHASE ORDER	
Division Total 1722 PARKS & REC-PARKS					3,729.27			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Date: 11/14/2018

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2010 PW-ADMINISTRATION & ENGR	819006	11/5/18	130479	C D W GOVERNMENT LLC	794.31	PST9205	SFTWR OFFICE 2019	
	3-COMPUTER/TABLET			C D W GOVERNMENT LLC				
	7320	11/5/18	130544	U S TELEPACIFIC CORP DBA	174.06	109198308-0	2018-10	
	COMMUNICATIONS			T P X COMMUNICATIONS				
	7320	11/5/18	130553	VERIZON WIRELESS	77.52	9816436802	2018-10	
	COMMUNICATIONS			VERIZON WIRELESS				
	7460	11/5/18	130557	ZOOM IMAGING SOLUTIONS INC	34.45	2014730	2018-10	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7300	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC	74.20	518365110/1	UNIFORMS-ENGINEER	
	UNIFORM EXPENSE			ARAMARK UNIFORM SERVICES, INC				
7440	11/13/18	130670	OFFICE DEPOT (CONTRACT)	864.72	10285730	BLANKET PURCHASE ORDER		
OFFICE EXPENSE			OFFICE DEPOT					
7460	11/13/18	130670	OFFICE DEPOT (CONTRACT)	187.63	10285730	BLANKET PURCHASE ORDER		
	7460	11/13/18	130704	XEROX CORP	780.29	095038684	2018-10	
	DUPLICATING EXPENSE			XEROX CORP				
Division Total 2010 PW-ADMINISTRATION & ENGR					2,987.18			
2011 PW-STREET MAINTENANCE	7720	11/5/18	130481	CALAVERAS MATERIALS INC	1,384.88	1971435	21.53 TON ASPHALT	
	STREET CONST & MAINT MTR			CALAVERAS MATERIALS INC				
	7720	11/5/18	130481	CALAVERAS MATERIALS INC	1,433.84	1951031	22.30 TONS ASPHALT	
	STREET CONST & MAINT MTR			CALAVERAS MATERIALS INC				
	7780	11/5/18	130483	CALIF DEPT OF TRANSPORTATION	4,091.66	SL190050	7-9/18 HWY LGHTS/SIG	
	UTILITIES-ELECTRICITY			CALIF DEPT OF TRANSPORTATION				
	7320	11/5/18	130544	U S TELEPACIFIC CORP DBA	19.34	109198308-0	2018-10	
	COMMUNICATIONS			T P X COMMUNICATIONS				
7320	11/5/18	130553	VERIZON WIRELESS	10.56	9816436802	2018-10		
COMMUNICATIONS			VERIZON WIRELESS					
	7300	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC	343.77	518367110/1	UNIFORMS-ST MAINT	
	UNIFORM EXPENSE			ARAMARK UNIFORM SERVICES, INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2011 PW-STREET MAINTENANCE	7720 STREET CONST & MAINT MTR	11/13/18	130596	CALAVERAS MATERIALS INC CALAVERAS MATERIALS INC	1,019.32	1953642	16 TONS PG64-10	
	7720 STREET CONST & MAINT MTR	11/13/18	130596	CALAVERAS MATERIALS INC CALAVERAS MATERIALS INC	1,019.32	1954087	16 TONS PG64-10	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	110.00	47657	MEDICAL EXAMS	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	110.00	50359	MEDICAL EXAMS	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130658	LOWE'S LOWE'S	165.91		BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130661	CONSOLIDATED ELEC DIST, INC DBA MEDALLION SUPPLY	70.66	2877-479513	BLANKET PURCHASE ORDER	
Division Total 2011 PW-STREET MAINTENANCE					9,779.26			
2020 AIRPORT-OPERATING	7495 PROF AND SPEC SERVICES	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	30.00	1811652	2018-11 AIRPORT	
	7320 COMMUNICATIONS	11/13/18	130698	UNWIRED BROADBAND INC UNWIRED BROADBAND INC	79.99	INV0061229	BLANKET PURCHASE ORDER	
Division Total 2020 AIRPORT-OPERATING					109.99			
2021 AIRPORT-CAPITAL	819078 AIRPORT LIGHTING	11/5/18	130470	AIRPORT LIGHTING EQUIPMENT AIRPORT LIGHTING EQUIPMENT	10,375.70	4552	REGULATOR EQ-TAXIWAY LIGH	
Division Total 2021 AIRPORT-CAPITAL					10,375.70			
2031 REFUSE	7412 EQUIPMENT MAINTENANCE	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	513.77		BLANKET PURCHASE ORDER	
	7149 OTHER PERSONNEL BENEFIT	11/5/18	130502	I C M A RETIREMENT CORP #303617 I C M A RETIREMENT CORP	125.00	42112	FY19 QTR2 PLAN FEE	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2031 REFUSE	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	38.68	109198308-0	2018-10	
	7320 COMMUNICATIONS	11/5/18	130553	VERIZON WIRELESS VERIZON WIRELESS	14.39	9816436802	2018-10	
	4903 REFUSE SERVICE CHARGES	11/9/18	130578	NEW BEGINNINGS CHURCH NEW BEGINNINGS CHURCH	2,768.26		REFUSE BILLING ADJ	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	366.81	518368210/1	UNIFORMS-REFUSE	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	220.00	47657	MEDICAL EXAMS	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	110.00	50359	MEDICAL EXAMS	
	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	119.80	10285730	BLANKET PURCHASE ORDER	
	819010 1625-AUTO CONTRS 96GAL	11/13/18	130694	WASTEQUIP LLC DBA TOTER LLC	31,703.46	65560045	AUTO CANS, RESI	
	819010 1625-AUTO CONTRS 96GAL	11/13/18	130694	WASTEQUIP LLC DBA TOTER LLC	3,219.85	65560045	ESTIMATED SHIPPING/HANDLI	
Division Total 2031 REFUSE					39,200.02			
2032 REFUSE-STREET CLEANING	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	50.16	518368810/1	UNIFORMS-ST CLEAN	
	Division Total 2032 REFUSE-STREET CLEANING				50.16			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130484	CALIFORNIA INDUSTRIAL RUBBER CALIF INDUSTRIAL RUBBER	143.86	T-003121	BELT FOR REFUSE	
	7433 FUEL AND LUBE MAINTENANC	11/5/18	130539	ROE OIL COMPANY ROE OIL COMPANY	196.68	168857CT	2018-10	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	19.34	109198308-0	2018-10	
	7412 EQUIPMENT MAINTENANCE	11/5/18	130552	HERMAN L TOEWS DBA VALLEY LUBE EQUIPMENT	453.90	3603	REPR/FLEET DEF PUMP	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	227.48	518369610/1	UNIFORMS-FLEET MAINT	
	7433 FUEL AND LUBE MAINTENANCE	11/13/18	130592	BUFORD OIL COMPANY INC BUFORD OIL COMPANY INC	24,160.12	65930	FUEL BLANKET PO	
	819059 1-KEY STORAGE LOCKBOX	11/13/18	130622	GLOBAL EQUIPMENT CO, INC GLOBAL EQUIPMENT CO, INC	69.74	113445998	ESTIMATED SHIPPING/HANDLI	
	819059 1-KEY STORAGE LOCKBOX	11/13/18	130622	GLOBAL EQUIPMENT CO, INC GLOBAL EQUIPMENT CO, INC	482.12	113445998	LCKBX, KEY STORAGE-FLEET	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	51.99	192842	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	40.11	192990	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	9.70	193033	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	8.79	193146	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	115.59	193178	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	80.17	193369	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	59.48	193548	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	20.82	193828	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	41.14	193850	BLANKET PURCHASE ORDER	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	10.06	193871	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	13.73	194013	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	8.33	194017	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	62.25	194032	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	231.67	194136	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	88.07	194242	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	75.46	194462	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	(66.88)	194490	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	1.16	194570	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	13.40	194912	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	101.72	194932	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	0.34	195012	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	8.48	195026	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	23.93	195201	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	154.90	195257	BLANKET PURCHASE ORDER	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	113.40	195370	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	72.95	195378	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	127.28	195635	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	27.46	195667	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	5.08	195682	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	44.71	195690	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	20.33	195803	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	49.54	195826	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	384.33	195877	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	83.00	195918	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	288.23	195950	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	29.34	195973	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	28.42	195974	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	42.72	196020	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	154.97	196081	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	15.89	196148	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	307.26	196252	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	80.68	196276	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	5.08	196307	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	73.47	196527	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	56.67	196592	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	30.88	196702	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	117.76	196815	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130627	WILLIAM MC MASTER DBA HANFORD AUTO SUPPLY	9.59	196902	BLANKET PURCHASE ORDER	
	7433 FUEL AND LUBE MAINTENANCE	11/13/18	130632	INTER STATE OIL COMPANY INTER STATE OIL COMPANY	547.84	0662564-IN	FUEL-BLANKET PO	
	7600 SPECIAL DEPARTMENTAL EXPENSE	11/13/18	130633	INTERSTATE BATTERY SYSTEMS INTERSTATE BATTERY SYSTEMS	372.85	90041648	BLANKET PURCHASE ORDER	
	7411 RADIO MAINTENANCE	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	10,231.50	53239	BLANKET PURCHASE ORDER	
	7433 FUEL AND LUBE MAINTENANCE	11/13/18	130636	J C LANSDOWNE DIST INC J C LANSDOWNE DIST INC	1,383.86	17964	BLANKET PURCHASE ORDER	
	7433 FUEL AND LUBE MAINTENANCE	11/13/18	130636	J C LANSDOWNE DIST INC J C LANSDOWNE DIST INC	1,789.23	18165	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EXPENSE	11/13/18	130637	JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	91.34	D211166	BLANKET PURCHASE ORDER	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130637	JEFF'S AUTO SUPPLY	229.82	D211169	BLANKET PURCHASE ORDER	
				JEFF'S AUTO SUPPLY				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130637	JEFF'S AUTO SUPPLY	333.26	D211213	BLANKET PURCHASE ORDER	
				JEFF'S AUTO SUPPLY				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130637	JEFF'S AUTO SUPPLY	12.48	D211314	BLANKET PURCHASE ORDER	
				JEFF'S AUTO SUPPLY				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130637	JEFF'S AUTO SUPPLY	102.92	D211663	BLANKET PURCHASE ORDER	
				JEFF'S AUTO SUPPLY				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130637	JEFF'S AUTO SUPPLY	197.75	D211670	BLANKET PURCHASE ORDER	
				JEFF'S AUTO SUPPLY				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130639	J V A C INC DBA	23.23	50121354	BLANKET PURCHASE ORDER	
				KELLER FORD LINCOLN				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130639	J V A C INC DBA	42.21	50122294	BLANKET PURCHASE ORDER	
				KELLER FORD LINCOLN				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130639	J V A C INC DBA	34.28	50122560	BLANKET PURCHASE ORDER	
				KELLER FORD LINCOLN				
	7495 PROF AND SPEC SERVICES	11/13/18	130640	KELLER MOTORS OF HANFORD	182.00	6090232	BLANKET PURCHASE ORDER	
				KELLER MOTORS OF HANFORD				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130640	KELLER MOTORS OF HANFORD	375.38	6090232	BLANKET PURCHASE ORDER	
				KELLER MOTORS OF HANFORD				
	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT)	238.60	10285730	BLANKET PURCHASE ORDER	
				OFFICE DEPOT				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130684	SEQUOIA EQUIP CO INC	31.74	1107940	BLANKET PURCHASE ORDER	
				SEQUOIA EQUIP CO INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130684	SEQUOIA EQUIP CO INC	38.50	1107945	BLANKET PURCHASE ORDER	
				SEQUOIA EQUIP CO INC				
	7433 FUEL AND LUBE MAINTENANC	11/13/18	130686	SILVAS OIL CO INC	24,134.73	843120	FUEL BLANKET PO	
				SILVAS OIL CO INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130689	SOUTH COAST EMERGENCY VEHICLE SVC	1,712.15	491277	LBR RPR FIRE#111	
				SOUTH COAST EMERGENCY VEHICLE SVC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	11/13/18	130689	SOUTH COAST EMERGENCY VEHICLE SVC	1,164.19	491607	SVC RPR #163	
				SOUTH COAST EMERGENCY VEHICLE SVC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130689	SOUTH COAST EMERGENCY VEHICLE SVC	3,075.97	491277	PRTS RPR FIRE#111	
				SOUTH COAST EMERGENCY VEHICLE SVC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	2,084.66		2018-10	
				SOUTHERN CALIF EDISON CO				
	7495 PROF AND SPEC SERVICES	11/13/18	130703	WORLD OIL ENVIRONMENTAL SERVICES	60.00	I500-038068	180 GAL OIL MIXED	
				WORLD OIL ENVIORNMENTAL SERVICES				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130703	WORLD OIL ENVIRONMENTAL SERVICES	44.24	I500-003779	11 GAL COOLANT	
				WORLD OIL ENVIORNMENTAL SERVICES				
2050 FLEET REPLACEMENT RESERVE	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130703	WORLD OIL ENVIRONMENTAL SERVICES	168.92	I500-037785	42 GAL COOLANT	
				WORLD OIL ENVIORNMENTAL SERVICES				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130703	WORLD OIL ENVIRONMENTAL SERVICES	376.45	I500-037786	54 GAL COOLANT	
				WORLD OIL ENVIORNMENTAL SERVICES				
	7433 FUEL AND LUBE MAINTENANCE	11/14/18	130709	FLEETCOR TECHNOLOGIES INC DBA	319.03	54660468	2018-10 GAS CARD	
				CHEVRON & TEXACO BUSINESS CARD SVC				
	Division Total 2040 FLEET MAINTENANCE				78,475.82			
	819316 2-TRUCK, REFUSE AUTO	11/5/18	130504	J ' S COMMUNICATIONS, INC	35.83	53230	ESTIMATED SHIPPING/HANDLI	
				J ' S COMMUNICATIONS, INC				
	819316 2-TRUCK, REFUSE AUTO	11/5/18	130504	J ' S COMMUNICATIONS, INC	1,785.92	53230	MBLE RADIO-2 NEW REF TRCK	
2061 STORM DRAINAGE-OPERATING				J ' S COMMUNICATIONS, INC				
	819316 2-TRUCK, REFUSE AUTO	11/5/18	130504	J ' S COMMUNICATIONS, INC	313.53	53230	RADIO INST-2 REF TRUCK	
				J ' S COMMUNICATIONS, INC				
Division Total 2050 FLEET REPLACEMENT RESERVE					2,135.28			
2061 STORM DRAINAGE-OPERATING	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA	18.20		BLANKET PURCHASE ORDER	
				HOME DEPOT STORES, THE				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2061 STORM DRAINAGE-OPERATING	7550 OTHER CONTRACTUAL SERV	11/5/18	130531	NICK CHAMPI ENTERPRISES INC NICK CHAMPI ENTERPRISES INC	1,275.00	22567	SAFETY TRIM TREES	
	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,821.03		2018-10	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	169.18	518371010/1	UNIFORMS-STORM DRN	
	7495 PROF AND SPEC SERVICES	11/13/18	130648	KINGS INDUSTRIAL OCCUP MEDICAL CTR KINGS INDUSTRIAL OCCUP MEDICAL CTR	110.00	50359	MEDICAL EXAMS	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130652	THE LAWNMOWER MAN LAWN MOWER MAN, THE	255.83	5917138	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130652	THE LAWNMOWER MAN LAWN MOWER MAN, THE	220.14	5917274	BLANKET PURCHASE ORDER	
	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	397.94	10285730	BLANKET PURCHASE ORDER	
Division Total 2061 STORM DRAINAGE-OPERATING					4,267.32			
2071 WASTEWATER OPERATING	7551 WWTP EFFLUENT DISPOSAL	11/5/18	130471	ALCALA FARMS ALCALA FARMS	450.00	933	EFFLUENT WATER IRR	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	246.74		BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130508	KATHERINE MOORE DBA JIM MOORE ENTERPRISES	414.66	10177	CLEANER	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130508	KATHERINE MOORE DBA JIM MOORE ENTERPRISES	1,492.79	10177	CURE	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130508	KATHERINE MOORE DBA JIM MOORE ENTERPRISES	207.33	10177	ESTIMATED SHIPPING/HANDLI	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130508	KATHERINE MOORE DBA JIM MOORE ENTERPRISES	36.28	10177	LENS, KELCO 1923	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130508	KATHERINE MOORE DBA JIM MOORE ENTERPRISES	1,492.80	10177	RESIN	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2071 WASTEWATER OPERATING	7600 SPECIAL DEPARTMENTAL EXPENSE	11/5/18	130508	KATHERINE MOORE DBA JIM MOORE ENTERPRISES	72.57	10177	SPRY TIPS, 217	
	7495 PROF AND SPEC SERVICES	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	24.50	1811652	2018-11 WWTP	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	87.03	109198308-0	2018-10	
	7550-001 OTHER CONTR-SOLAR SYSTEMS	11/5/18	130550	UNWIRED BROADBAND INC UNWIRED BROADBAND INC	69.95	INV0061078	WIRELESS-BLANKET PO	
	7320 COMMUNICATIONS	11/5/18	130553	VERIZON WIRELESS VERIZON WIRELESS	170.94	9816436802	2018-10	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	522.32	518384010/1	UNIFORMS-WWTP	
	7770 TRAINING/TRAVEL/MEETING	11/13/18	130607	DAVE TURNEY & ASSOCIATES, LLC DAVE TURNEY & ASSOCIATES, LLC	200.00	5965	TRAINING	
	7770 TRAINING/TRAVEL/MEETING	11/13/18	130607	DAVE TURNEY & ASSOCIATES, LLC DAVE TURNEY & ASSOCIATES, LLC	100.00	5966	TRAINING	
	7412 EQUIPMENT MAINTENANCE	11/13/18	130612	ENVIRONMENTAL EXPRESS, INC ENVIRONMENTAL EXPRESS, INC	11.85	1000515474	LAB CATALOG	
	7551 WWTP EFFLUENT DISPOSAL	11/13/18	130650	LAKESIDE IRRIGATION WATER DISTRICT LAKESIDE IRRIGATION WATER DISTRICT	1,890.00		2018-09 EFFLUENT WTR	
	7412 EQUIPMENT MAINTENANCE	11/13/18	130657	LOU'S GLOVES INC LOU'S GLOVES INC	336.00	025628	GLOVES	
	7550 OTHER CONTRACTUAL SERVICES	11/13/18	130678	RENEWABLE SOLAR INC RENEWABLE SOLAR INC	6,500.00	1608097	SITE CLEAN-SEMI ANN	
	7650 CHEMICALS	11/13/18	130681	SAFETY KLEEN SYSTEMS, INC SAFETY KLEEN SYSTEMS, INC	2,496.63	78308599	DISP RESIN/TAR COAL	
	7650 CHEMICALS	11/13/18	130681	SAFETY KLEEN SYSTEMS, INC SAFETY KLEEN SYSTEMS, INC	1,893.00	78164981	DISPOSAL	
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	27,639.24		2018-10	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2071 WASTEWATER OPERATING	7412 EQUIPMENT MAINTENANCE	11/13/18	130691	SUNSHINE FILTERS OF PINELLAS INC SUNSHINE FILTERS OF PINELLAS INC	91.21	133065	ESTIMATED SHIPPING/HANDLI	
	7412 EQUIPMENT MAINTENANCE	11/13/18	130695	TURNUPSEED ELECTRIC TURNUPSEED ELECTRIC	3,404.89	232757	BLANKET PURCHASE ORDER	
	7412 EQUIPMENT MAINTENANCE	11/13/18	130695	TURNUPSEED ELECTRIC TURNUPSEED ELECTRIC	307.27	78180	BLANKET PURCHASE ORDER	
	7440 OFFICE EXPENSE	11/13/18	130697	UNITED PARCEL SERVICE UNITED PARCEL SERVICE	109.56	F7476V408	SHIPPING	
	7460 DUPLICATING EXPENSE	11/13/18	130704	XEROX CORP XEROX CORP	169.59	095038690	2018-10	
	Division Total 2071 WASTEWATER OPERATING				50,437.15			
2072 SANITARY SEWER COLLECTION	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	352.17		BLANKET PURCHSE ORDER	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	19.34	109198308-C	2018-10	
	7320 COMMUNICATIONS	11/5/18	130553	VERIZON WIRELESS VERIZON WIRELESS	50.20	9816436802	2018-10	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	247.93	518383010/1	UNIFORMS-SEWER COLL	
	7412 EQUIPMENT MAINTENANCE	11/13/18	130691	SUNSHINE FILTERS OF PINELLAS INC SUNSHINE FILTERS OF PINELLAS INC	415.08	133065	FILTERS, POT METHANE	
	Division Total 2072 SANITARY SEWER COLLECTION				1,084.72			
2074 WASTEWATER CAPITAL	817643 SEWER LIFT STA 47 UPGRAD	11/13/18	130590	BLAIR CHURCH & FLYNN INC BLAIR CHURCH & FLYNN INC	3,042.90	57282	PROF SVCS 9/3-30	
	Division Total 2074 WASTEWATER CAPITAL				3,042.90			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2081 WATER-OPERATIONS	7450 PUBLICATIONS AND DUES	11/5/18	130485	CALIF NEVADA SECTION, A W W A	3,904.00	7001610895	2019 MEMB DUES	
				CALIF NEVADA SECTION, A W W A				
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA	161.91		BLANKET PURCHASE ORDER	
				HOME DEPOT STORES, THE				
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130531	NICK CHAMPI ENTERPRISES INC	50.05	22554	TEMP FENCE RENT	
				NICK CHAMPI ENTERPRISES INC				
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA	38.68	109198308-	2018-10	
				T P X COMMUNICATIONS				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	301.79	FO896235	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	96.16	FO896236	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	479.31	FO896237	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	480.79	FO896240	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	328.42	FO896246	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	387.59	FO896451	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	326.94	FO896452	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	813.65	FO896455	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	230.78	FO896472	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	186.40	FO896606	BLANKET PURCHASE ORDER	
				UNIVAR				
	7650 CHEMICALS	11/5/18	130549	UNIVAR	298.83	FO896607	BLANKET PURCHASE ORDER	
				UNIVAR				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2081 WATER-OPERATIONS	7650 CHEMICALS	11/5/18	130549	UNIVAR UNIVAR	273.68	FO896608	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	11/5/18	130549	UNIVAR UNIVAR	502.98	FO896609	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	11/5/18	130549	UNIVAR UNIVAR	523.69	FO896610	BLANKET PURCHASE ORDER	
	7320 COMMUNICATIONS	11/5/18	130553	VERIZON WIRELESS VERIZON WIRELESS	193.96	9816436802	2018-10	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	302.08	518371710/1	UNIFORMS-WATER OPS	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	125.00	A830040	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	125.00	A830042	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	125.00	A830045	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	125.00	A830187	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	156.25	A830188	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	64.00	A830472	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	256.00	A830476	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	48.00	A830553	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	112.00	A830555	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	48.00	A830578	BLANKET PURCHASE ORDER	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2081 WATER-OPERATIONS	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	64.00	A830719	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	256.00	A830726	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	580.00	A831615	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	256.00	A831658	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	64.00	A831662	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	62.50	A831721	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	125.00	A831725	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	75.00	A831851	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	75.00	A831852	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	75.00	A831859	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	237.50	A832387	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	37.50	A832662	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	950.00	A832743	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7495 PROF AND SPEC SERVICES	11/13/18	130588	B S K & ASSOCIATES INC	37.50	A832744	BLANKET PURCHASE ORDER	
				B S K & ASSOCIATES INC				
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130658	LOWE'S	61.33		BLANKET PURCHASE ORDER	
				LOWE'S				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2081 WATER-OPERATIONS	7440 OFFICE EXPENSE	11/13/18	130670	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	1,016.94	10285730	BLANKET PURCHASE ORDER	
Division Total 2081 WATER-OPERATIONS					15,039.21			
2091 INTERMODAL-OPERATING	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	49.00	1811652	2018-11 AMTRAK	
Division Total 2091 INTERMODAL-OPERATING					49.00			
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERV	11/5/18	130473	AMERICAN INCORPORATED AMERICAN INCORPORATED	417.32	7088894	RPR A/C IN SERVER RM	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130500	HOLT LUMBER INC HOLT LUMBER INC	129.90	520276	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	40.72		BLANKET PURCHASE ORDER	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130511	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	296.29	4055	BLANKET PURCHASE ORDER	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	110.50	1811652	2018-11 CITY OFFICES	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	71.00	1811652	2018-11 CIVIC AUD	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	24.50	1811652	2018-11 CORP YD	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	24.50	1811652	2018-11 LONGFIELD	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	48.00	1811652	2018-11 PD EVID	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	30.00	1811652	2018-11 PD INVEST	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	34.50	1811652	2018-11 VETS/SR CTR	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	267.56	281726	REPL/ALARM KEYPAD	
	7550 OTHER CONTRACTUAL SERV	11/5/18	130537	ROBERT S MARKS PLUMBING INC ROBERT S MARKS PLUMBING INC	450.00	85982	HYDROJET PD INV SEWER	
	7320 COMMUNICATIONS	11/5/18	130544	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	29.01	109198308-0	2018-10	
	7320 COMMUNICATIONS	11/5/18	130553	VERIZON WIRELESS VERIZON WIRELESS	49.84	9816436802	2018-10	
	7300 UNIFORM EXPENSE	11/13/18	130584	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	132.00	518381710/1	UNIFORMS-BLDG MAINT	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130658	LOWE'S LOWE'S	262.02		BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130661	CONSOLIDATED ELEC DIST, INC DBA MEDALLION SUPPLY	75.89	2877-479471	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130661	CONSOLIDATED ELEC DIST, INC DBA MEDALLION SUPPLY	33.64	2877-479597	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130661	CONSOLIDATED ELEC DIST, INC DBA MEDALLION SUPPLY	23.66	2877-479641	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130661	CONSOLIDATED ELEC DIST, INC DBA MEDALLION SUPPLY	52.23	2877-480075	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130661	CONSOLIDATED ELEC DIST, INC DBA MEDALLION SUPPLY	63.71	2877-480095	BLANKET PURCHASE ORDER	
Division Total 2100 BUILDING MAINTENANCE					2,666.79			
2102 BLDG(CITY)CAP/EQ RESERVE	819088 1-TABLE SAW 10"	11/13/18	130658	LOWE'S LOWE'S	610.31		DELTA CONTRACTORS TABLE S	
Division Total 2102 BLDG(CITY)CAP/EQ RESERVE					610.31			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2104 ACCUM CAPITAL OUTLAY	817605 FIRE STA #1-BATHROOM	11/13/18	130611	E B M DESIGN GROUP INC E B M DESIGN GROUP INC	2,344.80	21398	FIRE #1 CONSULT	
	819605 COURTHOUSE HVAC SYS INS	11/13/18	130617	FORENSIC ANALYTICAL CONSULTING SVS FORENSIC ANALYTICAL CONSULTING SVS	1,647.50	IVFR00006	CRTHSE LEAD TEST	
	819648 DOWNTOWN 2010 PLAN	11/13/18	130621	ERIC DODD DBA GILBERT ELECTRIC CO	2,271.43	2895	CRTHSE ELECT STRNG	
	Division Total 2104 ACCUM CAPITAL OUTLAY				6,263.73			
2131 COURTHOUSE SQUARE-OPERTNG	7600 SPECIAL DEPARTMENTAL EX	11/5/18	130501	HOME DEPOT U S A INC DBA HOME DEPOT STORES, THE	8.33		BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	11/5/18	130523	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	178.00	1811652	2018-11 CRTHSE	
	7600 SPECIAL DEPARTMENTAL EX	11/13/18	130658	LOWE'S LOWE'S	158.01		BLANKET PURCHASE ORDER	
	Division Total 2131 COURTHOUSE SQUARE-OPERTNG				344.34			
2181 TRANSPORTN FACLT IMP FEE	819621 TRAF SIG/GRGVL & 13TH AVE	11/9/18	130573	CHICAGO TITLE CO CHICAGO TITLE CO	105,634.40	009-050-001	BEELER/009-050-001	
	819621 TRAF SIG/GRGVL & 13TH AVE	11/9/18	130574	CHICAGO TITLE CO CHICAGO TITLE CO	55,445.40	009-050-050	ENLOE/009-050-050	
	819621 TRAF SIG/GRGVL & 13TH AVE	11/9/18	130575	CHICAGO TITLE CO CHICAGO TITLE CO	13,323.20	009-070-009	KIINO/009-070-009	
	819621 TRAF SIG/GRGVL & 13TH AVE	11/9/18	130576	CHICAGO TITLE CO CHICAGO TITLE CO	73,578.20	009-XXX-XX	CAL CLARK/009-XXX-XXX	
	815665 LCY REALIGN-SH43/SIERRA	11/13/18	130701	WILLIAMS SCOTSMAN, INC WILLIAMS SCOTSMAN, INC	3,248.84	6169627	2018-11 RENT	
	Division Total 2181 TRANSPORTN FACLT IMP FEE				251,230.04			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2182 FIRE PROTECTION IMP FEE	817673	11/13/18	130600	CARVALHO CONSTRUCTION INC	150,860.00		#11 09/19-10/29/18	
	FIRE STA #3 DESIGN/CONSTR			CARVALHO CONSTRUCTION INC				
	818605	11/13/18	130609	DELL MARKETING LP	220.96	1027572034	COMPUTER STAND/DELL	
	FIRE 3 EQUIP & FURNISHING			DELL MARKETING LP				
	818605	11/13/18	130609	DELL MARKETING LP	2,216.94	1027572034	COMPUTER/DELL OPTIP	
	FIRE 3 EQUIP & FURNISHING			DELL MARKETING LP				
	818605	11/13/18	130609	DELL MARKETING LP	851.92	1027572034	MONITOR/DELL ULTRAS	
	FIRE 3 EQUIP & FURNISHING			DELL MARKETING LP				
	818605	11/13/18	130609	DELL MARKETING LP	19.22	1027572034	RECYCLING FEE	
	FIRE 3 EQUIP & FURNISHING			DELL MARKETING LP				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	71.56	53217	1/4" X 4" X 12" GROUND BAR	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	4.22	53217	30 AMP RELAY SPST	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	87.73	53217	ANTENNA- FIBERGLASS OLMNI	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	14.06	53217	ANTENNA MAST- 1.5IN OD X	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	82.80	53217	ANTENNA- RFS VHF 1 ELEMEN	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	17.73	53217	BASE ANTENNA MOUNT- 4.5 I	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	188.98	53217	CM300D ANALOG ONLY VHF 25	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	19.88	53217	ESTIMATED SHIPPING/HANDLI	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	27.14	53217	GROUND KIT FOR LMR400	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				
	818605	11/13/18	130635	J ' S COMMUNICATIONS, INC	1,438.11	53217	INSTALLATION LABOR	
	FIRE 3 EQUIP & FURNISHING			J ' S COMMUNICATIONS, INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2182 FIRE PROTECTION IMP FEE	818605 FIRE 3 EQUIP & FURNISHING	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	9.02	53217	N MALE LMR400 EASY CRIMP	
	818605 FIRE 3 EQUIP & FURNISHING	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	24.50	53217	RACK MOUNT KIT	
	818605 FIRE 3 EQUIP & FURNISHING	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	61.41	53217	RF FEEDLINE	
	818605 FIRE 3 EQUIP & FURNISHING	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	69.04	53217	SALES TAX @ 7.25%	
	818605 FIRE 3 EQUIP & FURNISHING	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	57.09	53217	SEC-1212 POWER SUPPLY	
	818605 FIRE 3 EQUIP & FURNISHING	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	14.26	53217	UHF M- CRIMP LMR400	
	818605 FIRE 3 EQUIP & FURNISHING	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	267.40	53217	UPS-RACK MOUNT 2U 750 VA	
	818605 FIRE 3 EQUIP & FURNISHING	11/13/18	130635	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	24.38	53217	VHF/UHF DUPLEXER PCTEL	
	Division Total 2182 FIRE PROTECTION IMP FEE				156,648.35			
240 LAD 90-1 T606 PINECASTLE	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	122.49		2018-10	
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	1,065.44	1644	2018-10	
Division Total 240 LAD 90-1 T606 PINECASTLE					1,187.93			
241 LAD 90-2 T610 PARK MONTY	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	92.50	1645	2018-10	
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	49.23		2018-10	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 241 LAD 90-2 T610 PARK MONTRY					141.73			
242 LAD 90-3 T595 MANS #7 & 8	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO	25.54		2018-10	
				SOUTHERN CALIF EDISON CO				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	96.71	1645	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 242 LAD 90-3 T595 MANS #7 & 8					122.25			
243 LAD 90-4 T619 HYDE PARK	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	20.53	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	23.95		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 243 LAD 90-4 T619 HYDE PARK					44.48			
244 LAD 91-1 T641 SIERA VISTA	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	109.76	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	126.08		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 244 LAD 91-1 T641 SIERA VISTA					235.84			
245 LAD 92-1 PORTOFINO 1 & 2	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	157.84	1644	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 245 LAD 92-1 PORTOFINO 1 & 2					157.84			
246 LAD 92-2 CIELO EN TIERRA	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO	24.08		2018-10	
				SOUTHERN CALIF EDISON CO				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	81.26	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 246 LAD 92-2 CIELO EN TIERRA					105.34			
247 LAD 93-1 T634 VINTAGE EST	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO	30.14		2018-10	
				SOUTHERN CALIF EDISON CO				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	133.49	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 247 LAD 93-1 T634 VINTAGE EST					163.63			
248 LAD 93-2 T673 WALNUT FRST	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	198.44	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	45.76	1647	2018-10 FRONTAGE	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	47.84		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 248 LAD 93-2 T673 WALNUT FRST					292.04			
249 LAD 94-1 T712 GATEWAY EST	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	95.20	1644	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	47.25	1644	2018-10 BASIN	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 249 LAD 94-1 T712 GATEWAY EST					142.45			
250 LAD 94-2 T708 STONECREST	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	959.68	1645	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	490.22	1645	2018-10 FRNTGE	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	483.72	1645	2018-10 RR	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
250 LAD 94-2 T708 STONECREST	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	177.62		2018-10	
Division Total 250 LAD 94-2 T708 STONECREST					2,111.24			
251 LAD 94-3 T696 QUAIL RUN	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	27.65		2018-10	
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	217.30	1645	2018-10	
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	857.58	1645	2018-10 INT PK	
Division Total 251 LAD 94-3 T696 QUAIL RUN					1,102.53			
252 LAD 97-1 T711 ROSEWOOD	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	51.76	1647	2018-10	
Division Total 252 LAD 97-1 T711 ROSEWOOD					51.76			
253 LAD 97-2 T742 SUMMERFLD	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	40.95	1644	2018-10	
Division Total 253 LAD 97-2 T742 SUMMERFLD					40.95			
254 LAD 97-3 T743 COUNTRY CR	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	624.95	1647	2018-10	
Division Total 254 LAD 97-3 T743 COUNTRY CR					624.95			
255 LAD 98-1 T747 CRYSTL SPR	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	223.56	1644	2018-10	

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 255 LAD 98-1 T747 CRYSTL SPR					223.56			
256 LAD 98-2 T759 MT VW #1	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	444.63	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	47.73		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 256 LAD 98-2 T759 MT VW #1					492.36			
257 LAD 01-1 T680 PAC GR #1	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	105.87	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	45.87	1646	2018-10 BASIN	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	47.87		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 257 LAD 01-1 T680 PAC GR #1					199.61			
258 LAD 01-2 T770 CAMBRIA #1	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	114.66	1645	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	213.22	1645	2018-10 RR	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	47.29		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 258 LAD 01-2 T770 CAMBRIA #1					375.17			
259 LAD 01-3 T771 POPPY HILL	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO	25.54		2018-10	
				SOUTHERN CALIF EDISON CO				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	101.49	1645	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 259 LAD 01-3 T771 POPPY HILL					127.03			
260 LAD 01-4 T769 SILVER OAK	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	1,265.92	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	143.69		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 260 LAD 01-4 T769 SILVER OAK					1,409.61			
261 LAD 02-1 T776 ASHTON PARK	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	863.11	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	47.90		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 261 LAD 02-1 T776 ASHTON PARK					911.01			
262 LAD 03-1 T789 LA PARC	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	101.81	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	279.48	1646	2018-10 RR	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	23.95		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 262 LAD 03-1 T789 LA PARC					405.24			
263 LAD 04-1 T810 SIDONIA	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	179.14	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	164.00	1647	2018-10 SID #2	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	56.35		2018-10	
				SOUTHERN CALIF EDISON CO				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 263 LAD 04-1 T810 SIDONIA					399.49			
264 LAD 04-2 T799 CAMBRIDGE	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	524.07	1645	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	85.15	1645	2018-10 BASIN	
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	95.49		2018-10	
Division Total 264 LAD 04-2 T799 CAMBRIDGE					704.71			
265 LAD 04-3 T795 CAMBRIDGE	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	918.47	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	1,030.92	1646	2018-10 PARK	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	265.66	1646	2018-10 RR	
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	201.20		2018-10	
Division Total 265 LAD 04-3 T795 CAMBRIDGE					2,416.25			
266 LAD 04-4 T802-3 SIERRA	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	244.39	1644	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 266 LAD 04-4 T802-3 SIERRA					244.39			
2667 T.D.A.-TRANSPORTATION	819618 PAVEMENT RESURF TREATM	11/5/18	130551	V S S INTERNATIONAL INC	1,030,807.24		#01 08/27-10/02	
				V S S INTERNATIONAL INC				
	819618 PAVEMENT RESURF TREATM	11/13/18	130586	ASPHALT PAVEMENT & RECYCL TECH, INC	10,400.00	8274	FY17/18 FIBR OIL TEST	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 2667 T.D.A.-TRANSPORTATION					1,041,207.24			
267 LAD 05-1 MISSION PARK	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	37.28	1644	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	40.32	1644	2018-10 BASIN	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 267 LAD 05-1 MISSION PARK					77.60			
2672 CMAQ FUNDS	816617 TRAF SIG/11TH AV & HOUSTN	11/5/18	130528	MOORE TWINING ASSOCIATES, INC	100.00	0053945	PROF SVCS 9/1-30	
				MOORE TWINING ASSOCIATES, INC				
	817628 BICYCLE FACILITY IMPR	11/13/18	130603	CHRISP COMPANY INC	252,706.72		#02 10/01-10/25/18	
	819655 TRAF SIG H/A & IRWIN CONS	11/13/18	130660	MC CAIN TRAFFIC SUPPLY	26,300.96	INV0234855	HAR/IRWN-POLES & MAST	
Division Total 2672 CMAQ FUNDS					279,107.68			
268 LAD 05-2 T835 COPPER VLLY	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO	47.76		2018-10	
				SOUTHERN CALIF EDISON CO				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	547.03	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 268 LAD 05-2 T835 COPPER VLLY					594.79			
269 LAD 06-1 T794 QUAIL PARK	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	1,072.56	1645	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	104.67		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 269 LAD 06-1 T794 QUAIL PARK					1,177.23			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
270 LAD 09-1 T877 VICTORY	7780 UTILITIES-ELECTRICITY	11/5/18	130542	SOUTHERN CALIF EDISON CO	23.95		2018-10	
				SOUTHERN CALIF EDISON CO				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	87.42	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 270 LAD 09-1 T877 VICTORY					111.37			
271 LAD 09-2 T843 LENNAR	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	316.63	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	476.73	1647	2018-10 IND #2	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 271 LAD 09-2 T843 LENNAR					793.36			
272 LAD 07-2 T811 SO GATE	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	175.00	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780 UTILITIES-ELECTRICITY	11/13/18	130690	SOUTHERN CALIF EDISON CO	31.75		2018-10	
				SOUTHERN CALIF EDISON CO				
Division Total 272 LAD 07-2 T811 SO GATE					206.75			
273 LAD 14-01 T843 INDEP SUB3	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	689.73	1647	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	819.23	1647	2018-10 IND #4	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 273 LAD 14-01 T843 INDEP SUB3					1,508.96			
274 LAD 15-01 T887 SLVER OAK3	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	725.00	1646	2018-10	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC	1,710.00	1646	2018-10 INTERIOR	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 274 LAD 15-01 T887 SLVER OAK3					2,435.00			
275 LAD 15-02 T823 GREENS II	7550 OTHER CONTRACTUAL SERV	11/13/18	130605	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	369.00	1644	2018-10	
Division Total 275 LAD 15-02 T823 GREENS II					369.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130474	ARAGON, MEGAN A ARAGON, MEGAN A	133.62	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130476	BARRAGAN, SHERRIANNE BARRAGAN, SHERRIANNE	22.16	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130477	BOLT, LAURIE BOLT, LAURIE	26.00	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130478	BUSH ENGINEERING BUSH ENGINEERING	980.00	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130486	CASTRO, STEVE R CASTRO, STEVE R	37.28	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130489	DANELL, DEZERAYE DANELL, DEZERAYE	126.51	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130491	FRICKS, DEANNA FRICKS, DEANNA	60.97	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130492	GENSLEY, RICHARD M GENSLEY, RICHARD M	553.52	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130497	HAYNES & SONS WELL DRILLING HAYNES & SONS WELL DRILLING	980.00	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130498	HERNANDEZ JR, CARLOS M HERNANDEZ JR, CARLOS M	71.97	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130499	HOLLAND, KERRI HOLLAND, KERRI	41.24	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130505	JACKSON II, ARTHUR JACKSON II, ARTHUR	25.85	REFUND	UB REFUND	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
390 WATER-OPERATIONS	2020-002	11/5/18	130506	JACOBS, RICHARD E	147.63	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			JACOBS, RICHARD E				
	2020-002	11/5/18	130507	JEFF, CRYSTAL M	154.17	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			JEFF, CRYSTAL M				
	2020-002	11/5/18	130510	KAUR, HARVEEN	17.72	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			KAUR, HARVEEN				
	2020-002	11/5/18	130514	LOPEZ, ALEXANDER R	23.80	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			LOPEZ, ALEXANDER R				
	2020-002	11/5/18	130515	MAGANA, ERMELINDA R	99.49	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MAGANA, ERMELINDA R				
	2020-002	11/5/18	130516	MALAYO, MARIA E N	21.53	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MALAYO, MARIA E N				
	2020-002	11/5/18	130517	MAMAN, CHANCHAL	13.33	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MAMAN, CHANCHAL				
	2020-002	11/5/18	130521	MARQUIS AVIATION INC	938.00	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MARQUIS AVIATION INC				
	2020-002	11/5/18	130522	MARSHALL, MARIA J	70.29	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MARSHALL, MARIA J				
	2020-002	11/5/18	130524	MEE, SHERRY	87.59	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MEE, SHERRY				
	2020-002	11/5/18	130525	MGE UNDERGROUND	980.00	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MGE UNDERGROUND				
	2020-002	11/5/18	130526	MICHAELS, MONA M	105.68	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MICHAELS, MONA M				
	2020-002	11/5/18	130527	MILLS, MARSHA S	130.00	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MILLS, MARSHA S				
	2020-002	11/5/18	130529	MORALES, CLAUDIA	32.55	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MORALES, CLAUDIA				
	2020-002	11/5/18	130530	MOTA, LUIS D	113.20	REFUND	UB REFUND	
	UNAPPLIED CREDITS FOR UB			MOTA, LUIS D				

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130532	NORMAN, ANDREW L NORMAN, ANDREW L	17.69	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130533	OMOObAJESU, FAITH I OMOObAJESU, FAITH I	49.31	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130534	ORAL E MICHAM, INC ORAL E MICHAM, INC	980.00	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130535	PI PROPERTIES NO 140, LLC PI PROPERTIES NO 140, LLC	242.09	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130538	RODRIGUEZ, LAURA Z RODRIGUEZ, LAURA Z	35.70	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130540	ROSS, GERALD W ROSS, GERALD W	55.91	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130541	SMYTHE, CODY R SMYTHE, CODY R	94.44	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130545	THE EQUITY GROUP THE EQUITY GROUP	94.33	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130546	THE REAL ESTATE CONNECTION THE REAL ESTATE CONNECTION	99.00	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130547	THE REAL ESTATE CONNECTION THE REAL ESTATE CONNECTION	110.04	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130555	WEAVER, ROSE WEAVER, ROSE	93.39	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	11/5/18	130556	WILLIAMS, ZACHARY A WILLIAMS, ZACHARY A	17.98	REFUND	UB REFUND	
Division Total 390 WATER-OPERATIONS					7,883.98			
400 CITY PAYROLL REVOLVING	2068 EMPLOYEE ASSISTNT PAYAB	11/5/18	130480	C S A C EXCESS INSURANCE AUTHORITY C S A C EXCESS INSURANCE AUTHORITY	1,995.15	19401057	FY19 EAP 10-12/18	
	2072 AMERICAN FID ASSURANCE	11/9/18	130558	AMERICAN FIDELITY ASSURANCE AMERICAN FIDELITY ASSURANCE	270.51		DED:393 AMFID DEF	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
400 CITY PAYROLL REVOLVING	2072 AMERICAN FID ASSURANCE	11/9/18	130558	AMERICAN FIDELITY ASSURANCE AMERICAN FIDELITY ASSURANCE	746.85		DED:394 AMFID	
	2073 AMERICAN FID FLEX DEF	11/9/18	130559	AMERICAN FIDELITY ASSURANCE-FLEX AMERICAN FIDELITY ASSURANCE-FLEX	2,385.11		DED:396 AMFLEX DEF	
	2063 WAGE ATTACHMENT	11/9/18	130560	CALIF STATE DISBURSEMENT UNIT CALIF STATE DISBURSEMENT UNIT	461.54		DED:206 ATTACHMENT	
	2063 WAGE ATTACHMENT	11/9/18	130561	FRANCHISE TAX BOARD FRANCHISE TAX BOARD	201.77		DED:210 ATTACHMENT	
	2059 EMPLOYEES ASSOCNS PAYA	11/9/18	130562	G E M A 1121211070 G E M A	630.00		DED:621 GEMA	
	2059 EMPLOYEES ASSOCNS PAYA	11/9/18	130563	H M E A 0000129193 H M E A	29.00		DED:600 HMEA	
	2059 EMPLOYEES ASSOCNS PAYA	11/9/18	130564	H P O A 3242162141 H P O A	3,135.00		DED:607 HPOA	
	2059 EMPLOYEES ASSOCNS PAYA	11/9/18	130565	I A F F, LOCAL 3898 A/C#9129026 I A F F, LOCAL 3898	1,171.50		DED:615 I A F F	
	2063 WAGE ATTACHMENT	11/9/18	130566	KINGS COUNTY SHERIFF'S OFFICE KINGS COUNTY SHERIFF'S OFFICE	188.00		DED:209 ATTACHMENT	
	2077 LEGAL SHIELD	11/9/18	130568	PRE PAID LEGAL SERVICE, INC LEGAL SHIELD	134.09		DED:329 LEGAL SHLD	
	2076 CITY MGR (07/03/17)	11/9/18	130569	DARREL PYLE PYLE, DARREL	150.00		DED:213 CITY MGR	
	2059 EMPLOYEES ASSOCNS PAYA	11/9/18	130570	S E I U LOCAL 521 S E I U LOCAL 521	2,463.22		DED:601 SEIU MEMBR	
	2074 TRANSAMERICA	11/9/18	130571	TRANSAMERICA LIFE INSURANCE CO TRANSAMERICA LIFE INSURANCE CO	1,079.37		DED:395 TRANSAM	
	2060 SELF INSUR CLEARING	11/13/18	130591	CALIF PHYSICIANS' SERVICE DBA BLUE SHIELD OF CALIF	150,230.24	W0067641	BLUE SHIELD EFF CY19	
Division Total 400 CITY PAYROLL REVOLVING					165,271.35			

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
511 MISC CASH DEPOSITS TRUST	3001-1 REC-AUDITORIUM DEP TRUST	11/13/18	130585	GABRIELLE ARCHULETA ARCHULETA GABRIELLE	1,250.00	2003336	RFD ALC DEP #9400	
	3005-121 KC-LIBRARY IMP FEES	11/13/18	130641	KINGS CO DEPT OF FINANCE KINGS CO DEPT OF FINANCE	20,016.97		2018-10 LIBRARY	
	3005-122 KC-CRIMINAL JSTC IMP FEES	11/13/18	130641	KINGS CO DEPT OF FINANCE KINGS CO DEPT OF FINANCE	41,745.05		2018-10 CRIM JSTC	
	3005-101 SCH DVL FEES-HANFORD ELE	11/13/18	130645	KINGS CO OFFICE OF EDUCATION KINGS CO OFFICE OF EDUCATION	145,920.79		2018-10 HESD	
	3005-102 SCH DVL FEES-PIONEER ELE	11/13/18	130645	KINGS CO OFFICE OF EDUCATION KINGS CO OFFICE OF EDUCATION	151,357.39		2018-10 PIONEER	
	3005-200 KC-EL RANCHO DEBT SERVIC	11/13/18	130646	KINGS CO PUBLIC WORKS KINGS CO PUBLIC WORKS	3,419.30		DEBT SVC COLL 2018-10	
Division Total 511 MISC CASH DEPOSITS TRUST					363,709.50			
520 TRAFFIC SAFETY FUND	4305-001 PARKING FINES-HANFORD	11/13/18	130700	JANIS WILLHITE WILLHITE, JANIS	255.00	REFUND	10007272 PARKING RFD	
	4305-002 PARKING FINES-AVENAL	11/14/18	130708	CITY OF AVENAL AVENAL, CITY OF	217.13		2018-10 AVENAL	
	4305-003 PARKING FINES-CORCORAN	11/14/18	130710	CITY OF CORCORAN CORCORAN, CITY OF	379.22		2018-10 CORCORAN	
	4305-002 PARKING FINES-AVENAL	11/14/18	130711	KINGS CO TREASURER KINGS CO TREASURER	62.50		2018-10 CTHS/JAIL FDS	
	4305-002 PARKING FINES-AVENAL	11/14/18	130711	KINGS CO TREASURER KINGS CO TREASURER	55.00		2018-10 PENLTY EQ/REG	
	4305-003 PARKING FINES-CORCORAN	11/14/18	130711	KINGS CO TREASURER KINGS CO TREASURER	125.00		2018-10 CTHS/JAIL FDS	
	4305-003 PARKING FINES-CORCORAN	11/14/18	130711	KINGS CO TREASURER KINGS CO TREASURER	76.50		2018-10 PENLTY EQ/REG	
	4305-004 PARKING FINES-KINGS CNTY	11/14/18	130711	KINGS CO TREASURER KINGS CO TREASURER	(2.83)		2018-10 KINGS (SHORT)	

Attachment: WARRANT REGISTER-DIVISION ORDER 11-20-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
520 TRAFFIC SAFETY FUND	4305-005 PARKING FINES-LEMOORE	11/14/18	130711	KINGS CO TREASURER	87.50		2018-10 CTHS/JAIL FDS	
				KINGS CO TREASURER				
	4305-005 PARKING FINES-LEMOORE	11/14/18	130711	KINGS CO TREASURER	192.50		2018-10 PENLTY EQ/REG	
				KINGS CO TREASURER				
	4305-005 PARKING FINES-LEMOORE	11/14/18	130712	CITY OF LEMOORE	483.34		2018-10 LEMOORE	
				LEMOORE, CITY OF				
	4305-002 PARKING FINES-AVENAL	11/14/18	130715	TURBO DATA SYS INC	6.37	29069	2018-10	
				TURBO DATA SYS INC				
	4305-003 PARKING FINES-CORCORAN	11/14/18	130715	TURBO DATA SYS INC	27.36	29069	2018-10	
				TURBO DATA SYS INC				
	4305-004 PARKING FINES-KINGS CNTY	11/14/18	130715	TURBO DATA SYS INC	2.83	29069	2018-10	
				TURBO DATA SYS INC				
	4305-005 PARKING FINES-LEMOORE	11/14/18	130715	TURBO DATA SYS INC	86.66	29069	2018-10	
				TURBO DATA SYS INC				
Division Total 520 TRAFFIC SAFETY FUND					2,054.08			
					2,714,943.11			



AGENDA STAFF REPORT

MEETING DATE: 11/20/2018	AGENDA SECTION: D
---------------------------------	--------------------------

SUBJECT:

Utilities and Engineering: Approval of Final Parcel Map No. 2006-12 and Acceptance of Right of Way Dedications and Easements along Flint Ave. and Mission Dr.

RECOMMENDATION:

That the City Council, by motion, approve Final Parcel Map No. 2006-12 and accept all easements and dedications offered for public use.

BACKGROUND:

The final map for Tentative Parcel Map No. 2006-12, located as shown on the attached map, has been checked and approved by Utilities and Engineering staff. The 1.50- acre parcel is being divided into three parcels (Parcel A: 0.424 Acres, Parcel B: 0.395 Acres, and Parcel C: 0.405) in the R-1-12 Single Family Residential Zone District and is located at APN 007-030-019.

Additional dedications of right of way along Flint Avenue and Mission Drive are required for this development and are recommended to be accepted by the City with this approval.

FISCAL IMPACT:

The right of way dedication and easements are being offered at no cost to the City. No impact to the municipal budget will result from approval of the final parcel map and acceptance of right of way dedication and easements.

ATTACHMENTS:

TPM 2006-12 - Daley Homes Final Map

NORTH 1/4 CORNER SECTION 13 18/21 FOUND
1" IRON PIPE IN CONCRETE W/ PLASTIC TAG,
NOT LEGIBLE, DOWN 3" PER K.C.C.R. #2576

FLINT AVE.

BASIS OF BEARINGS
[N89°39'41"E 2852.11']
[N89°39'41"E 2852.12']
[N89°39'41"E 2852.11']

NE CORNER OF SECTION 13
18/21 FOUND MONUMENT WELL
W/ CAL. DEPT. OF TRANS. BRASS
CAP PER K.C.C.R. #2670

[473.78' CALC.]

DOUTY ST.

FD. 1/2" REBAR
L54375, PER
L.S.P. 19-94

PARCEL A

18491 SF ±
0.424 Acres ±

PARCEL B

17185 SF ±
0.395 Acres ±

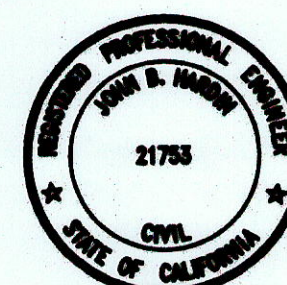
PARCEL C

17649 SF ±
0.405 Acres ±

MISSION DR.

E. SAN MIGUEL ST.

STATE HWY 43



PARCEL MAP

A PORTION OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA.

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF DALEY ENTERPRISES ON JANUARY 14, 2005.
I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY.

Ron G. Roselius
RON G. ROSELIUS, L.S. 8167

CITY ENGINEER'S STATEMENT

I, JOHNATHAN L. DOYEL, HEREBY STATE THAT I HAVE EXAMINED THE ANNEXED MAP, THAT THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF AND THAT ALL PROVISIONS OF SECTION 66425 THROUGH 66450, INCLUSIVE, OF THE GOVERNMENT CODE AND ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH.

DATED THIS _____ DAY OF _____, 20 ____.

CITY ENGINEER - JOHNATHAN L. DOYEL, R.C.E. 082044

ACTING CITY SURVEYOR'S STATEMENT

I, JOHN B. HARDIN, HEREBY STATE THAT I HAVE CAREFULLY EXAMINED THE ANNEXED MAP AND AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT AND IN ACCORDANCE WITH SECTIONS 66425 THROUGH 66450, INCLUSIVE, OF THE GOVERNMENT CODE.

DATED THIS _____ DAY OF _____, 20 ____.

JOHN B. HARDIN, R.C.E. 21753,
ACTING FOR THE CITY OF HANFORD

OWNER'S STATEMENT

WE, THE UNDERSIGNED, ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY BEING SUBDIVIDED, SUBJECT TO THE PROVISIONS OF SECTION 66435 OF THE GOVERNMENT CODE AND WE HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP AND IRREVOCABLY OFFER FOR DEDICATION IN FEE TO PUBLIC USE THE ADDITIONAL RIGHT OF WAY AS SHOWN HEREON.

Vern R. Onstine *Marilyn E. Onstine*
VERN R. ONSTINE MARILYN E. ONSTINE

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

State of California
County of San Luis Obispo
On October 19, 2018, before me, Debra Ann Lacaille, Notary Public,
personally appeared Marilyn Elizabeth Onstine and Vern R. Onstine
who proved to me on the basis of satisfactory evidence to be the person(s) whose
name(s) is/are subscribed to the within instrument and acknowledged to me that
he/she/they executed the same in his/her/their authorized capacity(ies), and that by
his/her/their signature(s) on the instrument the person(s), or the entity upon behalf
of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that
the foregoing paragraph is true and correct.

WITNESS MY HAND

Signature *Debra Ann Lacaille* (Print Name) Debra Ann Lacaille
My Commission No. 2187182 My Commission Expires March 19, 2021
Principal Office in County of San Luis Obispo

RECORDER'S STATEMENT

DOCUMENT NO. _____ FEE _____
FILED THIS _____ DAY OF _____, 20 ____, AT _____ M.
IN BOOK _____ OF PARCEL MAPS, AT PAGE _____, AT THE REQUEST OF
ZUMWALT-HANSEN & ASSOCIATES, INC.
KRISTINE LEE, KINGS COUNTY RECORDER

BY: _____ DEPUTY

TAX COLLECTOR'S STATEMENT

THIS IS TO CERTIFY THAT THE PROVISIONS OF ARTICLE 8 OF CHAPTER 4 OF THE GOVERNMENT CODE HAVE BEEN COMPLIED WITH REGARDING DEPOSITS.

DATE: August 28, 2018

BY: *Rebecca Valenzuela*
REBECCA VALENZUELA, DIRECTOR OF FINANCE

CITY OF HANFORD
TPM NO. 2006-12

IMPROVEMENT NOTES

1. THAT A 4-1/2 FOOT SIDEWALK SHALL BE CONSTRUCTED ALONG THE PROPERTY FRONTAGE OF MISSION DRIVE IN CONFORMANCE WITH CITY STANDARD CO-15. SIDEWALK TO BE LOCATED ADJACENT TO THE CURB.

2. THAT CONCRETE DRIVE APPROACHES SHALL BE CONSTRUCTED ALONG THE MISSION DRIVE PROPERTY FRONTAGES OF PARCELS "A, B, AND C" IN CONFORMANCE WITH THE CITY STANDARD CO-39.

IMPROVEMENTS MAY BE DEFERRED UNTIL THE ISSUANCE OF BUILDING PERMITS FOR EACH PARCEL.

CITY CLERK'S CERTIFICATE

I HEREBY STATE THAT AT A REGULAR MEETING HELD _____, 20 ____
THE HANFORD CITY COUNCIL DID ACCEPT THE OFFER OF DEDICATION AS SHOWN HEREON.
DATED: _____

SARAH MARTINEZ, CITY CLERK

PLANNING COMMISSION STATEMENT

APPROVED BY THE CITY OF HANFORD PLANNING COMMISSION IN ACCORDANCE WITH THE REQUIREMENTS OF LAW IN DULY AUTHORIZED MEETING HELD _____, 20 ____

DATED: _____

DARLENE R. MATA, COMMUNITY DEVELOPMENT DIRECTOR

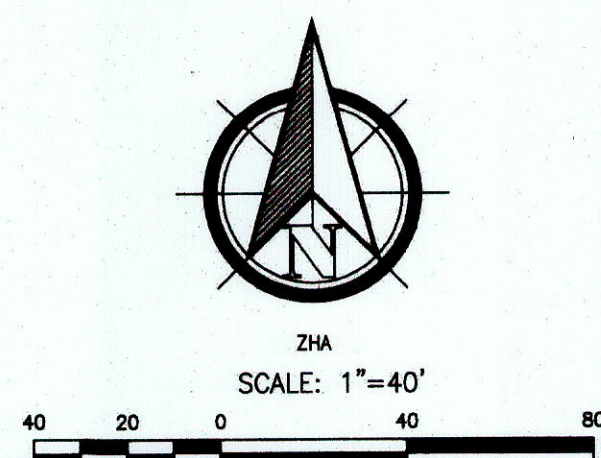
BASIS OF BEARINGS

THE NORTH LINE OF THE NORTHEAST QUARTER OF SEC. 13, T. 18 S., R. 21 E., BEARS N89°39'41"E PER PARCEL MAP 12-99, KINGS COUNTY RECORDS.

LEGEND

- FOUND MONUMENTS AS INDICATED
- x SEARCHED AND FOUND NOTHING
- ▲ FOUND 2" GALVANIZED IRON PIPE WITH BRASS CAP STAMPED R.C.E. 21489, IN MONUMENT WELL, FLUSH IN PAVEMENT PER L.S.P. 21-30, K.C.R.
- SET 1/2" REBAR, 30" LONG, TAGGED L.S. 4375, 6" DEEP, OR AS OTHERWISE INDICATED
- () RECORD DATA PER L.S.P. 19-94, KINGS COUNTY RECORDS
- [] RECORD DATA PER L.S.P. 21-30, KINGS COUNTY RECORDS
- INDICATES 6' PUBLIC UTILITY EASEMENT
- INDICATES DISTINCTIVE BORDER
- W.C. WITNESS CORNER

ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF



NOT DRAWN TO SCALE

SEARCHED
AND FOUND
NOTHING

LOT "A"
TRACT NO. 812
L.S.P. 21-30, K.C.R.

LOT 18
TRACT NO. 812
L.S.P. 21-30 K.C.R.

LOT 17
TRACT NO. 812
L.S.P. 21-30 K.C.R.

LOT 16
TRACT NO. 812
L.S.P. 21-30 K.C.R.

LOT 15
TRACT NO. 812
L.S.P. 21-30 K.C.R.

CAPISTRANO ST.

ZUMWALT
HANSEN &
ASSOCIATES

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0618511

ONE SHEET ONLY



**AGENDA
STAFF REPORT**

MEETING DATE: 11/20/2018	AGENDA SECTION: E
---------------------------------	--------------------------

SUBJECT:

Utilities and Engineering: Acknowledgement of Emergency Resolution on Well 50

BACKGROUND:

The Emergency resolution requires acknowledgement at each City Council meeting until project completion.

FISCAL IMPACT:

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 11/20/2018	AGENDA SECTION: F
---------------------------------	--------------------------

SUBJECT:

Public Works: Reject all bids for the Courthouse HVAC Upgrade Project

RECOMMENDATION:

That the City Council, by motion, reject all bids for the Courthouse HVAC Upgrade Project, and authorize Staff to re-bid at a future date.

BACKGROUND:

In accordance with Council Action, bids were solicited and opened on October 16, 2018 for the Courthouse HVAC Upgrade Project. This project would replace the existing HVAC system with a new ductless refrigerant system for the first and second floors of the building, and a standard HVAC system with ducting for the third floor space. The bid proposal included four alternate bid items: 1) Architectural modifications to match the ceiling; 2) framing and installation of new door; 3) install ductless indoor units on the 3rd floor; and 4) replacement of all flat roofing areas with new roofing.

A total of three (3) responsive bids were received ranging from a low base bid of \$1,249,785.00 from Todd D. Phillips Inc., dba Buildings Unlimited of Madera CA, to a high base bid of \$2,672,000.00. A copy of the bid tabulations is attached for Council review, which includes the alternate bid tabulations.

On October 17, the low bidder, Todd D. Phillips, dba Buildings Unlimited, withdrew their bid based on an error found in the materials estimated from their sub-contractors proposal. The second low bidder, Carvalho Construction, Inc., provided a proposal for \$2,239,000, which is over the budgeted amount for the project.

Based on the withdrawal of the low bidders' proposal, and the next bidders' proposal, being substantially over the budgeted amount for the project, staff recommends the City Council reject all bids and consider re-advertising the project at a later date.

FISCAL IMPACT:

The FY 18/19 Facilities Capital Budget provides \$1,125,000.00 for construction and contingencies for the Courthouse HVAC Upgrade Project. Attached for Council review is a copy of budget page 163.

ATTACHMENTS:

Bid Schedule

Budget Page 163

Low Bid Withdrawl

Courthouse HVAC Upgrade Project
004-2104-819605

CONTRACTORS DIR # : 10000042629
CONTRACTORS LICENSE # : 819823

1000003582
852103

1000000369
292529

Engineers Estimate

**1. Todd D. Phillips, dba
Buildings Unlimited**

2. Carvalho Construction, Inc. 3. American Incorporated

<u>ITEM</u>	<u>Unit Cost</u>	<u>Subtotal</u>	<u>Unit Cost</u>	<u>Subtotal</u>	<u>Unit Cost</u>	<u>Subtotal</u>	<u>Unit Cost</u>	<u>Subtotal</u>
Base Bid - HVAC upgrade for entire building including everything specified on drawings and in these specifications except for the additive alternates.	\$1,305,348.00	\$1,305,348.00	\$1,249,785.00	\$1,249,785.00	\$2,239,000.00	\$2,239,000.00	\$2,672,000.00	\$2,672,000.00
Total Base Bid		\$1,305,348.00		\$1,249,785.00		\$2,239,000.00		\$2,672,000.00
Alternate 1 - All Architectural work shown on A2.1 and all associated details.				\$25,775.00		\$19,475.00		\$5,019.00
Alternate 2 - All Architectural work shown on sheet A3.1 and all associated details				\$87,875.00		\$27,650.00		\$115,926.00
Alternate 3 - 3rd floor Indoor Units, Branch Selector Box with all associated piping back to main piping branch take-off in attic. Alternate bid also to include all demolition work for existing split system/furnace serving this area and all associated plumbing/electrical work.				\$169,975.00		\$350,200.00		\$130,534.00
Alternate 4 - Replacment of all flat roofing areas with new roofing as specified in /section 07550. Base Bid is to patch around new curbs and roof penetrations to match existing built-up roofing.				\$237,750.00		\$151,271.00		\$214,965.00

Total Combined Bid

\$1,771,160.00

\$2,787,596.00

\$3,138,444.00

Total written in Bid if discrepancy exists

Bid Withdrawn

Attachment: Bid Schedule (PW: Courthouse HVAC Upgrade Project)

Courthouse Building HVAC System Installation

Project Background:

The existing HVAC system in the Courthouse building is in disrepair and has become unreliable for every day operations. The system consists of heat pumps that utilize a continuous water supply provided by an on-site well to operate the system.

Existing Conditions:

Pipes supplying water to approximately 28 heat pumps located throughout the building have deteriorated to a point where water flow is restricted. This has lead to a failure to provide adequate heating and air conditioning services to our tenants located on the first and second floors of the Courthouse facility. The current HVAC system does not serve the third floor of the facility, thus limiting the City's ability to utilize this space.

Project Justification:

This project will replace the existing HVAC system with a new ductless refrigerant system for the first and second floors of the building and a standard HVAC system (with ducting) for the third floor space.

Fiscal Implications:

Funding for this project will be allocated from Accumulated Capital Outlay Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	20,000				
	Construction	1,000,000				
	Contingency	100,000				
	Department Overhead	5,000				
Total Expenditure		\$1,125,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay	1,125,000				
Total Funding		\$1,125,000	\$0	\$0	\$0	\$0



Specializing in Design/Build Concrete & Steel Buildings
Agricultural | Concrete Tilt | Industrial | Commercial

413 W. Yosemite Ave., Ste. 106 | Madera, CA 93637

559.485.9948 P | 559.674.1154 F

steel@buildingsunlimited.net | www.buildingsunlimited.net

Lic. #819823

Date: October 17, 2018

CITY OF HANFORD
FINANCE DEPARTMENT
315 NORTH DOUTY STREET
HANFORD, CA 93230

ATTENTION: Paula Lofgren

SUBJECT: CITY OF HANFORD
COURTHOUSE HVAC UPDGRADE
BID WITHDRAWAL

Ms. Lofgren,

Our HVAC sub-contractor, Airworx, has withdrawn their bid to us for the above mentioned subject bid.

As a result of this, Buildings Unlimited is withdrawing their bid proposal to the City of Hanford in its entirety, effective immediately, as we are unable to proceed without a mechanical contractor as related to this bid.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Todd D. Phillips', with a long horizontal flourish extending to the right.

Todd D. Phillips
President
Todd D. Phillips Inc. dba Buildings Unlimited

Attachment: Low Bid Withdrawal (PW: Courthouse HVAC Upgrade Project)



693 Monterey Ln, Lemoore, CA 93245
 559-469-1986
 Lic # 944216
 Dir # 1000017422

Address:

HANFORD COURT HOUSE HVAC

Proposal: Base

Airworx is withdrawing their bid which was submitted to Buildings Unlimited on 10/16/18 as we have found an error in our proposal and will be unable to enter into any contract as a result of this matter. Apologize for this inconvenience.

All material is guaranteed to be as specified, and above work to be performed in accordance with the drawing and specification submitted for above work. Work completed in a substantial manner, including sales tax and labor for total of:

Submitted by: *B. M.*

Date: 10-16-18

Accepted by:

Date:



AGENDA STAFF REPORT

MEETING DATE: 11/20/2018	AGENDA SECTION: A
---------------------------------	--------------------------

SUBJECT:

Public Hearing: Introduction and First Reading of Proposed Ordinance Establishing Hanford Community Choice Aggregation and Approving Implementation plan & Statement of Intent

RECOMMENDATION:

Staff recommends City Council, by motion, approve introduction and first reading of proposed ordinance establishing Hanford Community Choice Aggregation and approving the Implementation Plan and Statement of Intent and approve reading of title only.

BACKGROUND:

Assembly Bill 117, signed into law in September 2002, granted the right of any California city to combine the electricity load of its residents and businesses in a community-wide electricity aggregation program; known as Community Choice Aggregation (“CCA”). In 2010, the first CCA program launched in Marin County.

Since that time, there has been a wave of other CCA programs serving customers throughout California, including Lancaster Choice Energy, Pico Rivera PRIME, San Jacinto Power, and Rancho Mirage Energy Authority, all of which are Associate Members of California Choice Energy Authority (CCEA). These programs have all successfully transitioned their communities from traditional utility provided electricity generation to CCA procured electricity. In addition to providing a competitive option for their residents, these programs have also provided additional savings in the form of lower rates and increased renewable energy consumption within their service boundaries.

Under a CCA program, the incumbent utility (Southern California Edison or Pacific Gas & Electric (IOU)) continues to be responsible for electricity delivery and transmission, owning and maintaining the power and transmission infrastructure, reading the meters, and billing and collecting from customers. The only change under a CCA program is that power consumed by customers is purchased by the CCA, with the revenues collected staying in the City to benefit the citizens and businesses of Commerce.

The City CCEA to perform a technical study to determine the feasibility of Hanford implementing a CCA program and develop the related Implementation Plan and Statement of Intent.

CCEA is a Joint Powers Authority of agencies operating CCA programs in California. CCEA is unique in that each CCA maintains autonomy in rate setting, program branding, renewable energy content policies and revenue control. It provides the opportunity for CCA programs to share administrative, regulatory and procurement activities to minimize costs and maximize efficiencies. Services provided by CCEA are outsourced to consultants that have experience and expertise in CCA operations.

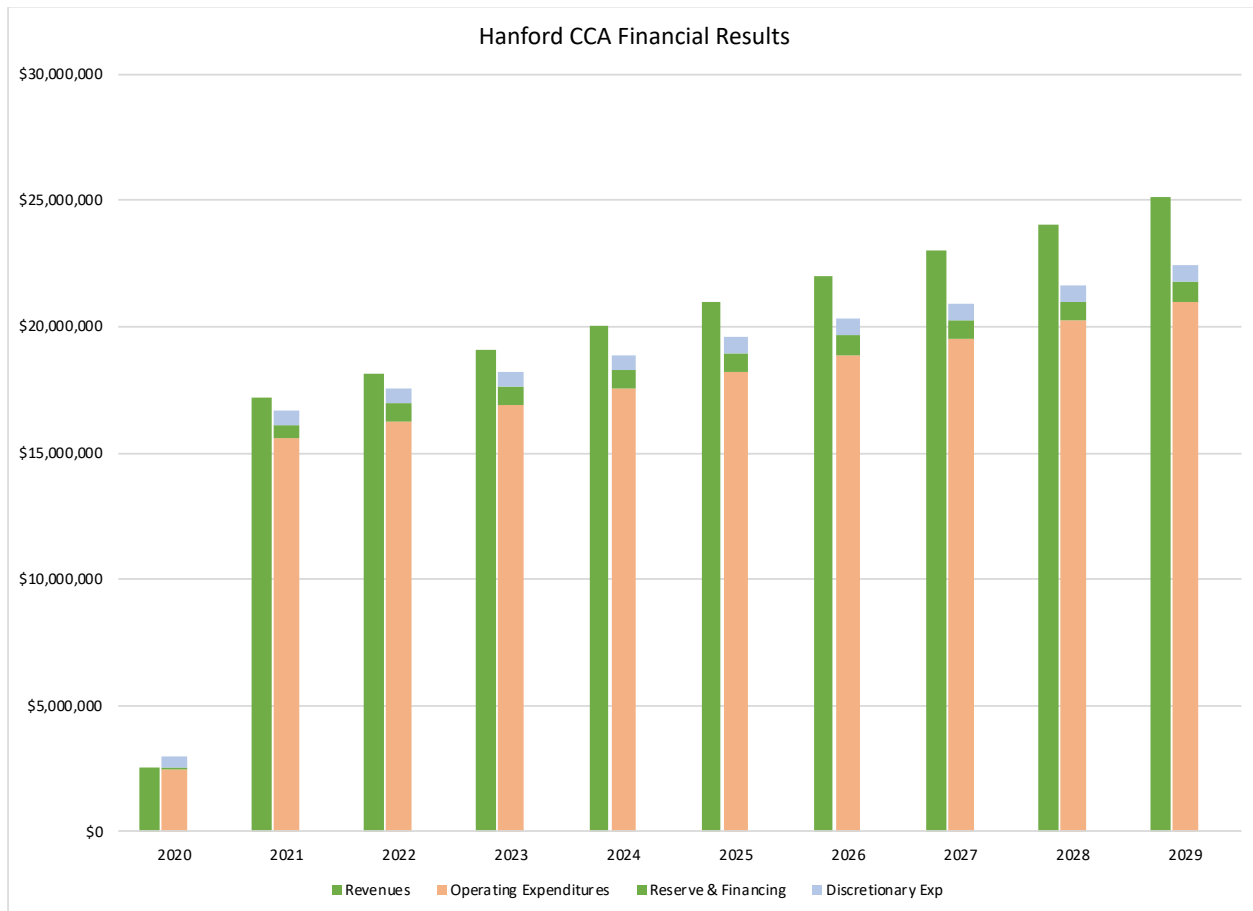
CCA TECHNICAL STUDY RESULTS

At its October 16, 2018 study session, the City Council received a report and discussed the results of the CCA technical study which was completed in September 2018. The study utilized actual Hanford customer electricity usage information obtained from the IOUs and current power market conditions. The study concluded that Hanford can establish a CCA program that meets the goals of:

- Consumer Choice
- Local Control
- Rate Setting
- Improved Renewable Energy Options
- Development of Energy Programs
- Energy Efficiency
- Demand Response
- Economic Development Opportunities

In addition to the financial benefits, the CCEA structure results in the Hanford City Council having full control of rate setting, budget approval, policy setting and program direction. This keeps the local control aspect of the CCA local.

The technical study was performed utilizing current energy market and rate conditions and assuming Hanford joins CCEA for administrative and energy procurement cost savings. The results of the study are summarized below:



The study found that under current market conditions and IOU rates, the city's CCA program generates sufficient revenues to cover operating expenses and reserves through the ten-year forecast timeline. Preliminary projected financial results highlight a net surplus ranging from just over **\$500,000** in the early stages, with incremental growth every year thereafter - resulting in a projected surplus of approximately **\$2.6 million** in 2029. During that 10-year timeframe, and in addition to the anticipated surplus, the CCA should recognize a healthy reserve of approximately **\$6.4 million**. These funds can be used at City Council discretion for priorities such as providing customers rate savings, increasing the amount of renewable energy used in Hanford, developing economic development or energy efficiency programs. These results can, and will, change as market conditions change and as we move further into the implementation process.

The CPUC has established a very specific timeline for CCA implementations. For Hanford, in order to have the option to launch and operate a CCA in 2020, it must approve and submit an Implementation Plan by December 31, 2018. The technical study assumes this, and projects a launch date of May 2020.

PROPOSED ORDINANCE:

Assembly Bill 117 provides the authorization for a city or county to pool its electricity load and supply that power to its community. One of the required steps for establishing a CCA program is to adopt an Ordinance setting the intent to establish a CCA, and to approve an Implementation Plan & Statement of Intent. There are very clear requirements established by the California Public Utilities Commission (CPUC) on what is to be included in the Implementation Plan (Plan). These plans are meant to lay out the general operating principles and goals for the CCA. Once adopted, the Plan is submitted to the CPUC for certification. This CPUC has 90 days with which to do that.

The attached Plan has been developed to meet all the requirements while still giving flexibility to Hanford to develop a program that meets the needs of its community. Approval and submittal of the Plan to the CPUC does not commit Hanford to creating and operating a CCA. It keeps the option for a 2020 launch open while Hanford continues to evaluate the options and works to establish its policies and priorities over the next year.

FISCAL IMPACT:

The recommended action can be carried out without additional impact on the current operating budget. Implementation would occur in May of 2020, allowing budget preparation to account for future revenues, expenditures, and reserves.

ATTACHMENTS:

Ordinance for Hanford CCA 11-20-18

Hanford CCA Implementation Plan Final 11-20-18

ORDINANCE NO. 18-07

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD, CALIFORNIA, ESTABLISHING A COMMUNITY CHOICE AGGREGATION PROGRAM and APPROVING IMPLEMENTATION PLAN & STATEMENT OF INTENT

WHEREAS, the City of Hanford ("City") is pursuing alternative energy solutions in hopes of bettering the current and future environmental and economic conditions of its community and region; and

WHEREAS, Assembly Bill 117 and California Public Utilities Code Sections 218.3, 331.1, 366.2, 381.1, 394 and 394.25, allow the City of Hanford to establish a Community Choice Aggregation Program; and

WHEREAS, an initial technical study concluded that a Community Choice Aggregation Program would serve the City and provide benefits to include the use of renewable energy at or above the required Renewable Portfolio Standard level while providing economic benefits to the City; and

WHEREAS, the City Council of the City of Hanford has determined that it is in the public interest and welfare to establish a Community Choice Aggregation Program.

THE CITY COUNCIL OF THE CITY OF HANFORD DOES ORDAIN AS FOLLOWS:

SECTION 1. The City of Hanford has been actively investigating options to procure and provide electric power to citizens with the intent of achieving greater local involvement over the provision of electric services and promoting competitively priced renewable energy.

SECTION 2. On September 24, 2002, the Governor signed into law Assembly Bill 117 (Stat. 2002, ch. 838; see California Public Utilities Code section 366.2; herein after referred to as the "Act"), which authorizes any California city or county, whose governing body so elects, to combine the electricity load of its residents and businesses in a community-wide electricity aggregation program known as Community Choice Aggregation.

SECTION 3. The Act expressly authorizes participation in a Community Choice Aggregation (CCA) program through and by local City government.

SECTION 4. Through Docket No. R.03-10-003, the California Public Utilities Commission has issued various decisions and rulings addressing the implementation of Community Choice Aggregation programs, including the issuance of a procedure by which the California Public Utilities Commission will review "Implementation Plans", which are required for submittal under the Act as the means of describing the Community Choice Aggregation program and assuring compliance with various elements contained in the Act.

ORDINANCE NO. _____

Page 2 of 4

SECTION 5. Representatives from the City have developed an Implementation Plan (attached hereto as Exhibit A) that describes the formation of the Hanford Community Choice Aggregation (“Hanford CCA”) Community Choice Aggregation program to be implemented by the City.

SECTION 6. As described in the Implementation Plan, Community Choice Aggregation by and through the City appears to provide a reasonable opportunity to accomplish all of the following:

- a) To provide greater levels of local involvement in and collaboration on energy decisions.
- b) To increase the amount of locally supplied renewable energy available to Hanford citizens.
- c) To provide initial price stability, long-term electricity cost savings and other benefits for the community.
- d) To provide Economic Development opportunities within the City of Hanford.

SECTION 7. The Act requires Community Choice Aggregation program participants to adopt an ordinance (“CCA Ordinance”) electing to implement a Community Choice Aggregation program within the jurisdiction of the local government agency and approving an Implementation Plan & Statement of Intent.

SECTION 8. Based upon all of the above, the Council hereby approves the City proceeding with the implementation of the Hanford Community Choice Aggregation (PRCCA) program within the City’s jurisdiction, and approves the Implementation Plan & Statement of Intent in the form attached hereto as Exhibit A.

SECTION 9. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is held for any reason to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Hanford hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase or portion thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions be declared invalid or unconstitutional.

SECTION 10. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof.

ORDINANCE NO. _____
Page 3 of 4

SECTION 11. The City Clerk shall certify to the passage and adoption of this Ordinance and it shall take effect thirty (30) days after its passage.

APPROVED AND ADOPTED this _____ day of _____, 2018
by members of the City Council of the City of Hanford, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

David Ayers, Mayor

ATTEST:

APPROVED AS TO FORM:

Sarah Martinez, City Clerk

Ty Mizote, City Attorney

Attachment: Ordinance for Hanford CCA 11-20-18 (Public Hearing: CCA)

ORDINANCE NO. _____
Page 4 of 4

EXHIBIT "A"
IMPLEMENTATION PLAN & STATEMENT OF INTENT
HANFORD COMMUNITY CHOICE AGGREGATION
PROGRAM

Attachment: Ordinance for Hanford CCA 11-20-18 (Public Hearing: CCA)

City of Hanford



DRAFT COMMUNITY CHOICE AGGREGATION IMPLEMENTATION PLAN AND STATEMENT OF INTENT

October 2018

Table of Contents

CHAPTER 1 – Introduction.....	3
Statement of Intent.....	4
Organization of this Implementation Plan.....	4
CHAPTER 2 – Aggregation Process.....	6
Introduction.....	6
Process of Aggregation	6
Consequences of Aggregation	7
Rate Impacts.....	7
Renewable Energy Impacts.....	8
Energy Efficiency Impacts.....	8
CHAPTER 3 – Organizational Structure	9
Organizational Overview	9
Governance.....	9
Management.....	9
Administration.....	10
Finance	10
Marketing & Public Affairs	10
Power Resources & Energy Programs	11
Electric Supply Operations	12
Governmental Affairs & Legal Support.....	12
CHAPTER 4 – Startup Plan & Funding.....	14
Startup Activities	14
Staffing and Contract Services	14
Capital Requirements.....	15
Financing Plan.....	15
CHAPTER 5 – Program Phase-In	16
CHAPTER 6 - Load Forecast & Resource Plan	17
Introduction.....	17
Resource Plan Overview.....	18
Supply Requirements.....	19
Customer Participation Rates.....	20
Customer Forecast	20
Sales Forecast.....	21
Capacity Requirements	21
Renewables Portfolio Standards Energy Requirements.....	24
Basic RPS Requirements	24
Hanford’s Renewables Portfolio Standards Requirement.....	24
Purchased Power	25
Renewable Resources	25
Energy Efficiency	25
CHAPTER 7 – Financial Plan	26

Description of Cash Flow Analysis	26
Cost of CCA Program Operations	26
Revenues from CCA Program Operations	26
Cash Flow Analysis Results	27
CCA Program Implementation Pro Forma	27
HANFORD CCA Financings	28
CCA Program Start-up and Working Capital	28
Renewable Resource Project Financing	29
CHAPTER 8 – Rate Setting, Program Terms and Conditions	30
Introduction	30
Rate Policies	30
Rate Competitiveness	30
Rate Stability	31
Equity among Customer Classes	31
Customer Understanding	31
Revenue Sufficiency	32
Rate Design	32
Custom Pricing Options	32
Net Energy Metering	32
Disclosure and Due Process in Setting Rates and Allocating Costs among Participants	32
CHAPTER 9 – Customer Rights and Responsibilities	34
Customer Notices	34
Termination Fee	35
Customer Confidentiality	35
Responsibility for Payment	36
Customer Deposits	36
CHAPTER 10 - Procurement Process	37
Introduction	37
Procurement Methods	37
Key Contracts	37
Electric Supply Contract	37
Data Management Contract	38
CHAPTER 11 – Contingency Plan for Program Termination	40
Introduction	40
Termination by HANFORD CCA	40
CHAPTER 12 – Appendices	41
Appendix A: City of Hanford Ordinance No. 18-07 (Adopting Implementation Plan)	41

CHAPTER 1 – Introduction

The City of Hanford (“City” or “Hanford”), located within Kings County, is pursuing the implementation of a community choice aggregation program (“CCA”), which has been named Hanford CCA (the “Program” or “Hanford CCA”). Hanford CCA is structured to offer service to all customers within the City’s geographic boundaries.

This Implementation Plan and Statement of Intent (“Implementation Plan”) describes the City’s plans to implement a voluntary CCA program for electric customers within the jurisdictional boundaries of Hanford that currently take bundled electric service from Southern California Edison (“SCE”) or Pacific Gas & Electric (“PG&E”), jointly referred to as the “IOUs”. The Hanford CCA Program will provide electricity customers the opportunity to join together to procure electricity from competitive suppliers, with such electricity being delivered over the IOU’s transmission and distribution system. The planned start date for the Program is May 1, 2020. All current IOU customers within the City’s service area will receive information describing the Hanford CCA Program and will have multiple opportunities to opt out, remaining full requirement (“bundled”) customers of the IOUs, in which case they will not be enrolled or will be returned as customers of the incumbent IOU (if such opt out notification is received following such customer’s enrollment in the Hanford CCA). Thus, participation in the Hanford CCA Program is completely voluntary; however, customers, as provided by law, will be automatically enrolled according to the anticipated enrollment schedule later described in Chapter 5 unless they affirmatively elect to opt-out.

Implementation of Hanford CCA will enable customers within Hanford’s service area to take advantage of the opportunities granted by Assembly Bill 117 (“AB 117”), the Community Choice Aggregation Law. Hanford’s primary objectives in implementing this Program are to provide rate savings for electric generation services; promote local economic development; and support long-term rate stability for residents and businesses through local control over generation planning and procurement activities as well as generation rate setting functions. The prospective benefits to consumers include increased renewable service options, stable and competitive electric rates, and the opportunity for public participation in determining which technologies/options are utilized to meet local electricity needs.

To ensure successful operation of the program, the City will solicit energy product and service offers from energy suppliers and marketers through a competitive process. Following the receipt of such offers, the City anticipates negotiating with one or more qualified suppliers throughout 2019. Final selection of Hanford CCA’s initial energy supplier(s) will be made by Hanford following administration of the aforementioned solicitation process and related contract negotiations. Information regarding the anticipated solicitation process for Hanford CCA’s initial energy services provider(s) is contained in Chapter 10.

Hanford CCA Draft Implementation Plan

The California Public Utilities Code provides the relevant legal authority for the City to become a Community Choice Aggregator and invests the California Public Utilities Commission (“CPUC” or “Commission”) with the responsibility for establishing the cost recovery mechanism that must be in place before customers can begin receiving electrical service through the Hanford CCA Program. The CPUC also has responsibility for registering the City as a Community Choice Aggregator and ensuring compliance with basic consumer protection rules. The Public Utilities Code requires that an Implementation Plan be adopted at a duly noticed public hearing and that it be filed with the Commission in order for the Commission to determine the cost recovery mechanism to be paid by customers of the Program in order to prevent shifting of costs to bundled customers of the incumbent utility.

On November 20, 2018, the City, at a duly noticed public hearing, introduced this Implementation Plan, through Ordinance No. 18-07 (a copy of which is included as part of Appendix A) and subsequently adopted the Implementation Plan at its duly noticed regular meeting on December 4, 2018.

The Commission has established the methodology that will be used to determine the cost recovery mechanism, and the IOUs have approved tariffs for imposition of the cost recovery mechanism. With this milestone having been accomplished, the City submits this Implementation Plan to the CPUC. Following the CPUC’s certification of its receipt of this Implementation Plan and resolution of any outstanding issues, the City will take the final steps needed to register as a CCA and participate in the year ahead Resource Adequacy process prior to initiating the customer notification and enrollment process.

Statement of Intent

The content of this Implementation Plan complies with the statutory requirements of AB 117. As required by Public Utilities Code Section 366.2(c)(3), this Implementation Plan details the process and consequences of aggregation and provides the City’s statement of intent for implementing a CCA program that includes all of the following:

- Universal access;
- Reliability;
- Equitable treatment of all customer classes; and
- Any requirements established by state law or by the CPUC concerning aggregated service.

Organization of this Implementation Plan

The remainder of this Implementation Plan is organized as follows:

- Chapter 2: Aggregation Process
- Chapter 3: Organizational Structure
- Chapter 4: Startup Plan & Funding
- Chapter 5: Program Phase-In
- Chapter 6: Load Forecast & Resource Plan

Hanford CCA Draft Implementation Plan

Chapter 7: Financial Plan

Chapter 8: Rate setting

Chapter 9: Customer Rights and Responsibilities

Chapter 10: Procurement Process

Chapter 11: Contingency Plan for Program Termination

Appendix A: City of Hanford Ordinance No. 18-07 (Adopting Implementation Plan)

The requirements of AB 117 are cross-referenced to Chapters of this Implementation Plan in the following table.

AB 117 Cross References

AB 117 REQUIREMENT	IMPLEMENTATION PLAN CHAPTER
Statement of Intent	Chapter 1: Introduction
Process and consequences of aggregation	Chapter 2: Aggregation Process
Organizational structure of the program, its operations and funding	Chapter 3: Organizational Structure Chapter 4: Startup Plan & Funding Chapter 7: Financial Plan
Disclosure and due process in setting rates and allocating costs among participants	Chapter 8: Rate setting
Rate setting and other costs to participants	Chapter 8: Rate setting Chapter 9: Customer Rights and Responsibilities
Participant rights and responsibilities	Chapter 9: Customer Rights and Responsibilities
Methods for entering and terminating agreements with other entities	Chapter 10: Procurement Process
Description of third parties that will be supplying electricity under the program, including information about financial, technical and operational capabilities	Chapter 10: Procurement Process
Termination of the program	Chapter 11: Contingency Plan for Program Termination

CHAPTER 2 – Aggregation Process

Introduction

This chapter describes the background leading to the development of this Implementation Plan and describes the process and consequences of aggregation, consistent with the requirements of AB 117.

In 2018, Hanford engaged the assistance of the California Choice Energy Authority (CCEA) to evaluate the feasibility of Hanford operating a CCA program. The initial study revealed that a CCA program was viable, offering prospective CCA customers electric generation rates that were expected to be competitive with similar rates charged by the IOUs. Amongst other assumptions, the study assumed that the City would become an Associate Member of CCEA, partnering with this organization on key operational matters such as resource planning and procurement, regulatory compliance and monitoring, and data management.

The City is creating Hanford CCA with the following objectives: 1) provide cost-competitive electric services; 2) incentivize economic development within Hanford; 3) and gain local control of the City's energy procurement needs and related decisions.

The Hanford CCA Program represents a culmination of planning efforts that are responsive to the expressed needs and priorities of the citizenry and business community within Hanford. Through implementation of the Hanford CCA, the City plans to expand energy choices available to eligible customers through the creation of innovative new programs for voluntary purchases of renewable energy and net energy metering to promote customer-sited renewable generation within the City.

Process of Aggregation

Before they are enrolled in the Program, prospective Hanford CCA customers will receive two written notices in the mail, from the City, that will provide information needed to understand the Program's terms and conditions of service and explain how customers can opt-out of the Program, if desired. All customers that do not follow the opt-out process specified in the customer notices will be automatically enrolled, and service will begin at their next regularly scheduled meter read date following the date of automatic enrollment, subject to the service enrollment plan later described in Chapter 5. The initial enrollment notices will be provided to customers in March 2020, with a second notice being provided in April 2020, prior to the initial enrollment of customer accounts in May 2020.

Customers enrolled in the Hanford CCA Program will continue to have their electric meters read and to be billed for electric service by the distribution utility (SCE & PG&E). The electric bill for Program customers will show separate charges for generation procured by the City as well as other charges related to electricity delivery and other utility charges assessed by the IOU.

Hanford CCA Draft Implementation Plan

After service cutover, customers will have approximately 60 days (two billing cycles) to opt-out of the Hanford CCA Program without penalty and return to the distribution utility (SCE & PG&E). Hanford CCA customers will be advised of these opportunities via the distribution of two additional enrollment notices provided within the first two months of service. Customers that opt-out between the initial cutover date and the close of the post enrollment opt-out period will be responsible for program charges for the time they were served by Hanford CCA but will not otherwise be subject to any charges or penalties for leaving the program. Customers that have not opted-out within the 60-day post enrollment period will be deemed to have elected to become a participant in the Hanford CCA Program and to have agreed to the Hanford CCA Program's terms and conditions, including those pertaining to requests for termination of service, as further described in Chapter 8.

Consequences of Aggregation

Rate Impacts

Hanford CCA Customers will pay the generation charges set by the City and no longer pay the generation charges imposed by the incumbent IOU. Customers enrolled in the Program will be subject to the Program's terms and conditions, including responsibility for payment of all Program charges as described in Chapter 9.

The City's rate setting policies described in Chapter 7 establish a goal of providing rates that are competitive with the projected generation rates offered by the incumbent distribution utility (SCE or PG&E, depending on the customer's geographic location). The City will establish rates sufficient to recover all costs related to operation of the Program, and actual rates will be adopted by the Hanford City Council.

Initial Hanford CCA Program rates will be established following approval of the City's inaugural program budget, reflecting final costs from the Hanford CCA Program's energy supplier(s). The City's rate policies and procedures are detailed in Chapter 7. Information regarding final Hanford CCA Program rates (to be offered at service commencement) will be disclosed along with other terms and conditions of service in the pre-enrollment and post-enrollment notices sent to potential customers.

Once Hanford gives definitive notice to the IOUs that it will commence service, Hanford CCA customers will generally not be responsible for costs associated with the IOU's future electricity procurement contracts or power plant investments. Certain pre-existing generation costs and new generation costs that are deemed to provide system-wide benefits will continue to be charged by the IOUs to CCA customers through separate rate components, called the Cost Responsibility Surcharge. Cost Responsibility Surcharges are shown in each of the IOU's respective electric service tariffs, which can be accessed on each IOU's respective website. Cost

Hanford CCA Draft Implementation Plan

Responsibility Surcharges are included in charges paid by both CCA and Direct Access customers.¹

Renewable Energy Impacts

A second consequence of the Program will be a potential increase in the proportion of energy generated and supplied by renewable resources. The resource plan includes procurement of renewable energy sufficient to meet California's prevailing renewable energy procurement mandate for all enrolled customers. The Hanford CCA may also offer a voluntary "clean energy" service option with levels of renewable energy and/or other carbon-free energy that exceed requisite statewide minimums. To the extent that customers voluntarily choose Hanford CCA's clean energy option, the renewable content of Hanford CCA's aggregate supply portfolio may further increase. Initially, requisite renewable energy supply will be sourced through one or more power purchase agreements with attention to California's long-term renewable energy contracting requirement which becomes effective in calendar year 2021 and beyond.² Over time, however, the City may consider independent development of new renewable generation resources.

Energy Efficiency Impacts

Through operation of the Program, there may also be an increase in energy efficiency program investments and activities, should the City decide to pursue administration of such programs. The existing energy efficiency programs administered by the distribution utility are not expected to change as a result of Hanford CCA Program implementation. Hanford CCA customers will continue to pay the public benefits surcharges to the distribution utility, which will fund energy efficiency programs for all customers, regardless of generation supplier. The energy efficiency investments that may be undertaken by the Hanford CCA Program, as described in Chapter 6, would follow Hanford's successful application for and administration of requisite program funding (from the CPUC) to independently administer energy efficiency programs within its jurisdiction. Such programs would be in addition to the level of investment that would continue in the absence of City-administered energy efficiency programs. Thus, the Hanford CCA Program has the potential for increased energy savings and a further reduction in emissions due to expanded energy efficiency programs, if Program governance determines to move forward with this process.

¹ For CCA and Direct Access customers, the Power Charge Indifference Adjustment element of the Cost Responsibility Surcharge is contained within the SCE and PG&E CCA-CRS rate tariff.

² Under California Renewables Portfolio Standard, 65 percent of mandated renewable energy purchases must be sourced from eligible long-term contracts beginning in calendar year 2021.

CHAPTER 3 – Organizational Structure

This section provides an overview of the organizational structure of the City and its proposed implementation of the CCA Program. Specifically, the key agreements, governance, management, and organizational functions of the City are outlined and discussed below.

Organizational Overview

The Hanford City Council is responsible for establishing Hanford CCA Program policies and objectives as well as overseeing operation of the Hanford CCA. The Hanford City Manager will serve as the Hanford CCA Executive Director to manage operations of the Hanford CCA in accordance with policies adopted by the City Council.

Governance

The Hanford CCA Program will be governed by the Hanford City Council. Hanford CCA is the CCA entity that will register with the CPUC, and it is responsible for implementing and managing the program pursuant to the City Council's direction. The City Council is comprised of five councilmembers, one of which, the Mayor, serves as the presiding officer at all meetings. The Hanford CCA Program will be operated under the direction of an Executive Director (City Manager) appointed by the City Council.

The City Council's primary duties are to establish program policies, approve rates and provide policy direction to the Executive Director, who has general responsibility for program operations, consistent with the policies established by the City Council. The City may form various standing and ad hoc committees, as appropriate, which would have responsibility for evaluating various issues that may affect the City and its customers, including rate-related and power contracting issues, and would provide analytical support and recommendations to the City Council in these regards.

Management

The Hanford CCA Executive Director has management responsibilities over the functional areas of Administration & Finance, Marketing & Public Affairs, Power Resources & Energy Programs, and Government Affairs. In performing the defined obligations to Hanford CCA, the Executive Director may utilize a combination of internal staff, partnerships with other CCA agencies, and/or contractors. In particular, the Hanford CCA anticipates that services provided through its membership with CCEA will comprise a significant component of necessary operational and administrative support during early stage and ongoing Program operation. Certain specialized functions needed for program operations, namely the electric supply and customer account management functions described below, will also be provided through a service arrangement with CCEA or, if necessary, by other experienced third-party contractors.

Major functions of Hanford CCA that will be managed by the Executive Director are summarized below.

Hanford CCA Draft Implementation Plan

Administration

Hanford CCA's Executive Director will be responsible for managing the organization's human resources and administrative functions and will coordinate with the City Council, as necessary, with regard to these functions. The functional area of administration will include oversight of employee hiring and termination, compensation and benefits management, identification and procurement of requisite office space and various other issues.

Finance

The Executive Director is also responsible for managing the financial affairs of Hanford CCA, including the development of an annual budget, revenue requirement and rates; managing and maintaining cash flow requirements; arranging potential bridge loans as necessary; and other financial tools.

Revenues via rates and other funding sources (such as a rate stabilization fund, when necessary) must, at a minimum, meet the annual budgetary revenue requirement, including recovery of all expenses and any reserves or coverage requirements set forth in bond covenants or other agreements. The City will have the flexibility to consider rate adjustments within certain ranges, administer a standardized set of electric rates, and may offer optional rates to encourage policy goals such as economic development or low-income subsidy programs, provided that the overall revenue requirement is achieved.

Hanford CCA may also offer customized pricing options such as dynamic pricing or contract-based pricing for energy intensive customers to help these customers gain greater control over their energy costs. This would provide such customers – mostly larger energy users within the commercial sector – with greater rate-related flexibility than is currently available.

In conjunction with the City's finance department and CCEA, Hanford CCA's finance function will be responsible for preparing financial reports, ensuring sufficient cash flow for successful operation and arranging financing necessary for any future capital projects of the Hanford CCA Program. The finance function will play an important role in risk management by monitoring the credit of energy suppliers so that credit risk is properly understood and mitigated. In the event that changes in a supplier's financial condition and/or credit rating are identified, the City will be able to take appropriate action, as would be provided for in the electric supply agreement(s). This monitoring will be provided through the services of CCEA.

Marketing & Public Affairs

The marketing and public affairs functions include general program marketing and communications as well as direct customer interface ranging from management of key account relationships to call center and billing operations. The City will conduct program marketing to raise consumer awareness of the Hanford CCA Program and to establish the Hanford CCA "brand" in the minds of the public, with the goal of retaining and attracting as many customers

Hanford CCA Draft Implementation Plan

as possible into the Hanford CCA Program. Communications will also be directed at key policy-makers at the state and local level, community business and opinion leaders, and the media.

In addition to general program communications and marketing, a significant focus on customer service, particularly representation for key accounts, will enhance the City's ability to differentiate itself as a highly customer-focused organization that is responsive to the needs of the community. City will also establish a customer call center designed to field customer inquiries and routine interaction with customer accounts.

The customer service function also encompasses management of customer data. Customer data management services include retail settlements/billing-related activities and management of a customer database. This function processes customer service requests and administers customer enrollments and departures from the Hanford CCA Program, maintaining a current database of enrolled customers. This function coordinates the issuance of monthly bills through the distribution utility's billing process and tracks customer payments. Activities include the electronic exchange of usage, billing, and payments data with the distribution utility and the City, tracking of customer payments and accounts receivable, issuance of late payment and/or service termination notices (which would return affected customers to bundled service), and administration of customer deposits in accordance with credit policies of the City.

The customer data management services function also manages billing-related communications with customers, customer call centers, and routine customer notices. Through its service arrangement with CCEA, the City will be provided such services by an experienced, third-party vendor with an appropriate customer information system to perform requisite customer account management and billing services functions.

Power Resources & Energy Programs

Hanford must plan for meeting the electricity needs of its customers utilizing resources consistent with its policy goals and objectives as well as applicable legislative and/or regulatory mandates. The City's long-term resource plans (addressing the 10-20 year planning horizon) will comply with California Law and other pertinent requirements of California regulatory bodies. In particular, the City is aware of compulsory Integrated Resource Planning requirements, as identified in Senate Bill 350 (de Léon, 2015), which require, among other concerns, that CCAs periodically submit integrated resource planning documents and related materials to the CPUC. In particular, the Public Utilities Code requires that, "The plan of a community choice aggregator shall be submitted to its governing board for approval and provided to the commission for certification, consistent with paragraph (5) of subdivision (a) of Section 366.2." The City intends to comply with this requirement similar to the manner in which other CCA organizations have recently complied (in mid-2018) and will rely on the experience gained by such organizations, including other CCEA members, in completing pertinent data templates and documentation during future processes. Integrated resource planning efforts of the City will make use of demand side energy efficiency, distributed generation and demand response programs as well as traditional supply options, which rely on structured wholesale transactions to meet customer

Hanford CCA Draft Implementation Plan

energy requirements. Integrated resource plans will be updated and adopted by the City Council as required by state law and applicable regulations.

The City may also develop and administer complementary energy programs that may be offered to Hanford CCA customers, including green pricing, energy efficiency, net energy metering and various other programs that may be identified to support the overarching goals and objectives of the City.

Electric Supply Operations

Electric supply operations encompass the activities necessary for wholesale procurement of electricity to serve end use customers. These highly specialized activities include the following:

- *Electricity Procurement* – assemble a portfolio of electricity resources to supply the electric needs of Program customers.
- *Risk Management* – application of standard industry techniques to reduce exposure to the volatility of energy and credit markets and insulate customer rates from sudden changes in wholesale market prices.
- *Load Forecasting* – develop load forecasts, both long-term for resource planning, short-term for the electricity purchases, and sales needed to maintain a balance between hourly resources and loads.
- *Scheduling Coordination* – scheduling and settling electric supply transactions with the California Independent System Operator (“CAISO”).

The City will contract with one or more experienced and financially sound third-party energy services providers to perform the electric supply operations for the Hanford CCA Program. These requirements include the procurement of energy, capacity and ancillary services, scheduling coordinator services, short-term load forecasting and day-ahead and real-time electricity trading.

Governmental Affairs & Legal Support

The Hanford CCA Program will require ongoing regulatory and legislative representation to manage various regulatory compliance filings related to resource plans, resource adequacy, compliance with California’s Renewables Portfolio Standard (“RPS”), and overall representation on issues that will impact the City and Hanford CCA customers. Through its service arrangement with CCEA and other independently administered efforts, the City will maintain an active role at the CPUC, the California Energy Commission, the California Independent System Operator, the California legislature and, as necessary, the Federal Energy Regulatory Commission through its partnership with CCEA.

Hanford CCA Draft Implementation Plan

The City intends to utilize legal services provided through its service arrangement with CCEA but may also retain outside legal services, as necessary, to administer the Hanford CCA, review contracts, and provide overall legal support related to activities of the Hanford CCA Program.

CHAPTER 4 – Startup Plan & Funding

This Chapter presents the City's plans for the start-up period, including necessary expenses and capital outlays. As described in the previous Chapter, Hanford may utilize a mix of internal staff, partnerships with other CCA agencies, and contractors in its CCA Program implementation and operation.

Startup Activities

The initial program startup activities include the following:

- Hire staff and/or contractors to manage implementation
- Identify qualified suppliers (of requisite energy products and related services) and negotiate supplier contracts
 - Electric supplier and scheduling coordinator
 - Data management provider (if separate from energy supply)
- Define and execute communications plan
 - Customer research/information gathering
 - Media campaign
 - Key customer/stakeholder outreach
 - Informational materials and customer notices
 - Customer call center
- Post CCA bond and complete requisite registration requirements
- Establish reserves required by energy suppliers
- Pay utility service initiation, notification and switching fees
- Perform customer notification, opt-out and transfers
- Conduct load forecasting
- Establish rates
- Legal and regulatory support
- Financial management and reporting

Other costs related to starting up the Hanford CCA Program will be the responsibility of the Hanford CCA Program's contractors (and are assumed to be covered by any fees/charges imposed by such contractors or CCEA). These may include additional capital requirements needed for collateral/credit support for electric supply expenses, customer information system costs, electronic data exchange system costs, call center costs, and billing administration/settlements systems costs.

Staffing and Contract Services

Personnel in the form of City staff, partnerships, or contractors will be added incrementally to match workloads involved in forming Hanford CCA, managing contracts, and initiating customer outreach/marketing during the pre-operations period. It is anticipated that the Hanford CCA's staffing needs will be substantially met through its service arrangement with CCEA, but

Hanford CCA Draft Implementation Plan

other, incremental staffing needs may be identified over time. During the startup period and early stage operations, minimal personnel requirements may include an Executive Director and, if necessary, administrative support with the balance of requisite functions provided or performed by CCEA.

For budgetary purposes, it is assumed that one full-time equivalent (staff or contracted professional services) supporting the above listed activities would be engaged during the initial start-up period. This support may likely be provided by existing city staff or new staff with other functions performed by CCEA. Following this period, additional staff and/or contractors may be retained, as needed, to support the rollout of additional value-added services (e.g., efficiency projects) and local generation projects and programs.

Capital Requirements

The Start-up of the CCA Program will require capital for two major functions: (1) staffing and contractor costs; and (2) deposits and reserves. Based on the City's anticipated start-up activities and implementation schedule, a total need of up to \$775,000 has been identified to support the aforementioned functions. Out of the \$775 thousand in capital requirements, \$475 thousand is related to the implementation/startup efforts (i.e., rate setting, power procurement and contract negotiations, marketing and communications, regulatory compliance, etc.) in order to serve customers by May 2020. The other \$300 thousand included in the aforementioned sum reflects the required CCA bond. The finance plan in Chapter 7 provides additional detail regarding the City's expected capital requirements and general Program finances.

Operating revenues from sales of electricity will be remitted to the City beginning approximately sixty days after the initial customer enrollments. This lag is due to the distribution utility's standard meter reading cycle of 30 days and a 30-day payment/collections cycle. CCEA endeavors to negotiate energy supply contracts which specify payment due dates that closely align with expected CCA revenue collection timelines. This results in a reduction to the CCA's initial funding requirement as working capital needs are substantively reduced.

Financing Plan

The Program's initial capital requirement will be provided via a term loan from the City's General Fund, or other eligible sources; subsumed in the initial capital requirement is the City's estimated start-up funding. For all amounts borrowed, the City will make repayments (including any interest, as applicable) over an assumed 5-year term, commencing in 2022. The City will recover the principal and interest costs associated with this start-up funding via retail generation rates charged to Hanford CCA customers and collected by the CCA. It is anticipated that the start-up costs will be fully recovered through such customer generation rates within the first five years of operations.

CHAPTER 5 – Program Phase-In

There are approximately 20,840 electric customers in Hanford: 20,800 of these prospective customers are located within the SCE service territory; and 40 prospective customers are located within the PG&E service territory. This split presents a unique challenge to Hanford in rolling out its CCA program. Hanford will roll out its service offering to all eligible customers, excluding non-residential Direct Access customers, over the course of two phases. The first phase will be to serve all customers within the SCE territory. Given that there are 20,802 eligible customer accounts within the City's SCE service footprint, a single-phase roll-out is reasonable and appears to be the most efficient approach for the Hanford CCA to enroll such customers in May 2020. This plan also provides the City with the ability to initiate its program with sufficient economic scale.

The second phase, which includes the approximately 42 prospective customers in PG&E's service territory, will be rolled out in May 2021, once Hanford CCA has at least one year of successful operating history within the SCE territory.

Non-residential Direct Access customers will not be offered service during the mass enrollment phase. In the future, however, these customers may be offered service and could be enrolled following coordination with pertinent account representatives regarding potential impacts to Direct Access service arrangements.

The City may also evaluate other phase-in options based on prevailing market conditions observed prior to service commencement, statutory requirements and regulatory considerations as well as other factors potentially affecting the integration of additional customer accounts.

CHAPTER 6 - Load Forecast & Resource Plan

Introduction

This Chapter describes the planned mix of electric resources that will meet the energy demands of Hanford CCA customers using a diversified portfolio of electricity supplies. Several overarching policies govern the resource plan and the ensuing resource procurement activities that will be conducted in accordance with the plan. Certain key policies are as follows:

- The City will manage a diverse resource portfolio to increase control over energy costs and maintain competitive and stable electric rates.
- The City will benefit the area's economy through investment in local infrastructure, projects and energy programs, subject to customer rate impacts.
- The City will comply with Resource Adequacy procurement requirements as established by CPUC Resolution E-4907.
- The City will comply with applicable renewable energy procurement mandates, as recently increased under Senate Bill 100 ("SB 100"; de León, 2018).
- The City will periodically prepare and submit (for certification by the CPUC) an Integrated Resource Plan, as required by SB 350, which shall demonstrate conformance with prescribed portfolio emissions limitations supporting California's broader greenhouse gas emissions reduction goals.

The plan described in this section would accomplish the following:

- Procure energy through one or more contracts with experienced, financially stable energy suppliers in sufficient quantities to support the potential offering of multiple retail service options, which may include: 1) a default retail generation service option for customers of the Hanford CCA, which would incorporate a minimum quantity of renewable energy sufficient to satisfy applicable procurement mandates specified in California's Renewables Portfolio Standard Program; and 2) a voluntary retail generation service option with increased levels of renewable and/or other carbon-free energy (relative to the aforementioned default service option) which would be made available to any participating in the Hanford CCA program in consideration of an assumed cost-based rate premium. With regard to the voluntary retail generation service option (with increased levels of renewable and/or carbon-free energy), the timing, supply portfolio composition, rate premium and other considerations related to such option will be determined at the discretion of Hanford CCA's Governing Board at a yet to be determined public meeting. To the extent that the City is successful in applying for administration of public funding to support locally administered efficiency programs, it will attempt to reduce net electricity purchases within the region.

Hanford CCA Draft Implementation Plan

- Encourage distributed renewable generation in the local area through the offering of a net energy metering tariff.
- Ensure compliance with participation in the Year-Ahead Resource Adequacy process.

The City will comply with regulatory rules applicable to California load serving entities. The City will arrange for the scheduling of sufficient electric supplies to meet the demands of its customers. Hanford will adhere to capacity reserve requirements established by the CPUC and the CAISO designed to address uncertainty in load forecasts and potential supply disruptions caused by generator outages and/or transmission contingencies. These rules also ensure that physical generation capacity is in place to serve the City's customers, even if there were a need for the Hanford CCA Program to cease operations and return customers to SCE and PG&E. In addition, the City will be responsible for ensuring that its resource mix contains sufficient production from renewable energy resources needed to comply with the statewide RPS mandate (33 percent renewable energy by 2020, increasing to 60 percent by 2030). The resource plan will meet or exceed all of the applicable regulatory requirements related to resource adequacy and the RPS.

In relation to its RPS procurement obligation, the City is aware that SB 100 was signed into law by Governor Brown on September 10, 2018, and has an effective date of January 1, 2019. One of SB 100's key requirements is to increase California's RPS procurement mandate to 44 percent by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. As a local governmental agency, the City's resource planning and procurement activities are subject to and overseen by its Governing Council through an open and public process. In light of the fact that SB 100 was only recently signed and is not yet effective, the City has not had an opportunity to fully discuss updated planning recommendations with its Governing Council but will do so during the period of time preceding implementation of its CCA Program.

Resource Plan Overview

To meet the aforementioned objectives and satisfy the applicable regulatory requirements pertaining to the City's status as a California load serving entity, Hanford's resource plan will include a diverse mix of power purchases, renewable energy, and potentially, new energy efficiency programs, demand response, and distributed generation. A diversified resource plan minimizes risk and volatility that can occur from over-reliance on a single resource type or fuel source, and thus increases the likelihood of rate stability. The planned power supply is initially comprised of power purchases from third party electric suppliers and, in the longer-term, may include renewable generation assets owned and/or controlled by the City.

Once the Hanford CCA Program demonstrates it can operate successfully, Hanford may begin evaluating opportunities for investment in renewable generating assets, subject to then-current market conditions, statutory requirements and regulatory considerations. Any renewable generation owned by the City or controlled under long-term power purchase agreement with a proven public power developer, could provide a portion of Hanford's electricity requirements on a cost-of-service basis. Depending upon market conditions and, importantly, the applicability of

Hanford CCA Draft Implementation Plan

tax incentives for renewable energy development, electricity purchased under a cost-of-service arrangement can be more cost-effective than purchasing renewable energy from third party developers, which will allow the Hanford CCA Program to pass on cost savings to its customers through competitive generation rates. Any investment decisions will be made following thorough environmental reviews and in consultation with qualified financial and legal advisors.

As an alternative to direct investment, Hanford may consider partnering with an experienced public power developer and could enter into a long-term (10 years or longer) power purchase agreement that would support the development of new renewable generating capacity. Such an arrangement could be structured to reduce the Hanford CCA Program's operational risk associated with capacity ownership while providing its customers with all renewable energy generated by the facility under contract.

Hanford's indicative resource plan for the years 2020 through 2029 is summarized in the following table. Note that Hanford CCA's projections reflect a portfolio mix of renewable energy compliant with the annual RPS requirement and all other supply coming in the form of conventional resources or CAISO system power.³

City of Hanford Proposed Resource Plan (GWh) 2020 to 2029										
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Hanford Demand (GWh)										
Retail Demand	(192)	(272)	(273)	(274)	(276)	(277)	(278)	(280)	(281)	(283)
Losses and UFE	(10)	(14)	(14)	(15)	(15)	(15)	(15)	(15)	(15)	(15)
Total Demand	(203)	(286)	(287)	(289)	(290)	(292)	(293)	(295)	(296)	(298)
Hanford Supply (GWh)										
<u>Renewable Resources</u>										
Total Renewable Resources	63	98	106	112	121	130	139	146	155	161
<u>Conventional Resources</u>										
Total Conventional Resources	139	188	181	176	169	162	154	149	141	137
Total Supply	203	286	287	289	290	292	293	295	296	298

Supply Requirements

The starting point for Hanford's resource plan is a projection of participating customers and associated electric consumption. Projected electric consumption is evaluated on an hourly basis, and matched with resources best suited to serving the aggregate of hourly demands or the program's "load profile". The electric sales forecast and load profile will be affected by Hanford's plan to introduce the Hanford CCA Program to its SCE territory customers in one single phase and the degree to which customers choose to remain with the IOU during the customer enrollment and opt-out period. The City's rollout plan and assumptions regarding customer participation rates are discussed below.

³ As of the date of this Implementation Plan, implementing regulations for SB 100 have yet to be issued. With this in mind, the City has applied known RPS procurement targets, as reflected in SB 100, for calendar years 2024, 2027 and 2030. In the intervening years, the City has assumed a general straight-line trajectory between each of the aforementioned years (which are associated with the final years of Compliance Period 4, 5 and 6, respectively).

Hanford CCA Draft Implementation Plan

Customer Participation Rates

Customers will be automatically enrolled in the Hanford CCA Program unless they opt-out during the customer notification process conducted during the 60-day period prior to enrollment and continuing through the 60-day period following commencement of service. The City anticipates an overall customer participation rate of approximately 90 percent of eligible SCE and PG&E bundled service customers, based on reported opt-out rates for the other operating CCA programs. It is assumed that customers taking direct access service from a competitive electricity provider will continue to remain with their current supplier.

The participation rate is not expected to vary significantly among customer classes, in part because the City is expecting to offer two distinct rate tariffs that will address the needs of cost-sensitive customers as well as the needs of both residential and business customers that prefer an alternative service option with comparatively higher levels of clean energy (renewable energy and non-RPS-eligible hydroelectricity). The assumed participation rates will be refined as Hanford's public outreach and market research efforts continue to develop.

Customer Forecast

Once customers enroll during May 2020 (and May 2021), they will be switched over to service by the City on their regularly scheduled meter read date over an approximately thirty-one day period. Approximately 670 service accounts per day will be switched over during the first month of service. The number of accounts anticipated to be served by Hanford at the end of the May 2020 and May 2021 customer phase-in periods are shown in the table below.

City of Hanford		
Enrolled Retail Service Accounts		
Phase-In Period (End of Month)		
	May-20	May-21
Hanford Customers		
Residential	18,236	18,243
Commercial	2,322	2,344
Industrial	<15	<15
Street Lighting & Traffic	164	175
Agricultural & Pumping	85	86
Total	20,806	20,848

The City assumes that customer growth will generally offset customer attrition (opt-outs) over time, resulting in a relatively stable customer base (0.5% annual growth) over the noted planning horizon. While the successful operating track record of California CCA programs continues to grow, there is a relatively short history with regard to CCA operations, which makes it difficult to anticipate the actual levels of customer participation within the Hanford CCA Program. The

Hanford CCA Draft Implementation Plan

City believes that its assumptions regarding the offsetting effects of growth and attrition are reasonable in consideration of the historical customer growth within the City and the potential for continuing customer opt-outs following mandatory customer notification periods. The forecast of service accounts (customers) served by Hanford during the initial 10 years of Program operation is shown in the following table:

City of Hanford Retail Service Accounts (End of Year) 2020 to 2029										
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Hanford Customers										
Residential	18,236	18,243	18,334	18,426	18,518	18,611	18,704	18,797	18,891	18,986
Commercial	2,322	2,344	2,356	2,368	2,379	2,391	2,403	2,415	2,427	2,439
Industrial	<15	<15	<15	<15	<15	<15	<15	<15	<15	<15
Street Lighting & Traffic	164	175	175	176	177	178	179	180	181	182
Agricultural & Pumping	85	86	87	87	88	88	89	89	89	90
Total (excluding Industrial)	20,806	20,848	20,952	21,057	21,162	21,268	21,374	21,481	21,589	21,696

Sales Forecast

The City's forecast of kWh sales reflects the rollout and customer enrollment schedule shown above. Annual energy requirements are shown below.

City of Hanford Energy Requirements (GWH) 2020 to 2029										
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Hanford Energy Requirements (GWh)										
Retail Demand	192	272	273	274	276	277	278	280	281	283
Losses and UFE	10	14	14	15	15	15	15	15	15	15
Total Load Requirement	203	286	287	289	290	292	293	295	296	298

Capacity Requirements

The CPUC's resource adequacy standards applicable to the Hanford CCA Program require a demonstration one year in advance that the City has secured physical capacity for 90 percent of its projected peak loads for each of the five months May through September, plus a minimum 15 percent reserve margin. Additionally, the City must demonstrate one year in advance that it has secured physical capacity for 100 percent of its local resource adequacy obligation across all months in the upcoming compliance year. On a month-ahead basis, Hanford must demonstrate 100 percent of the peak load plus a minimum 15 percent reserve margin. Per CPUC Resolution E-4907, the City must participate in the year-ahead resource adequacy compliance cycle in order to serve customers in the following calendar year. The City will follow the prescribed year-ahead resource adequacy compliance timeline outlined within Appendix A of Resolution E-4907; this includes:

- Submission of year-ahead load forecast to the CEC and CPUC in April 2019;
- Submission of updated year-ahead load forecast to the CEC and CPUC in August 2019;
- Submission of year-ahead compliance materials in October 2019; and
- Submission of month-ahead load migration forecast by February 2020.

Hanford CCA Draft Implementation Plan

A portion of the City's capacity requirements must be procured locally, from the LA Basin, Big Creek/Ventura, Greater Bay Area, and PG&E Other areas as defined by the CAISO. The City would be required to demonstrate its local capacity requirement for each month of the following calendar year. The local capacity requirement is a percentage of the total (PG&E and SCE service areas) local capacity requirements adopted by the CPUC based on Hanford's forecasted peak load. Hanford must demonstrate compliance or request a waiver from the CPUC requirement as provided for in cases where local capacity is not available.

The City is also required to demonstrate that a specified portion of its capacity meets certain operational flexibility requirements under the CPUC and CAISO's flexible resource adequacy framework. Per the CPUC's resource adequacy standards, the City must demonstrate one year in advance that it has secured 90 percent of its flexible capacity obligation across all months; and then a month-ahead obligation to secure 100 percent of the City's flexible requirements.

The estimated forward resource adequacy requirements for 2020 through 2022 are shown in the following tables⁴:

City of Hanford
Forward Capacity and Reserve Requirements
(MW)
2020 to 2022

Month	2020	2021	2022
January	-	45	45
February	-	49	49
March	-	48	48
April	-	44	44
May	49	51	51
June	78	79	80
July	95	96	96
August	106	107	108
September	91	92	93
October	57	58	58
November	44	45	45
December	41	42	42

Hanford's plan ensures that sufficient reserves will be procured to meet its peak load at all times. The projected Hanford CCA annual capacity requirements are shown in the following table:

⁴ The figures shown in the table are estimates. Hanford's resource adequacy requirements will be subject to modification due to application of certain coincidence adjustments and resource allocations relating to utility demand response and energy efficiency programs, as well as generation capacity allocated through the Cost Allocation Mechanism. These adjustments are addressed through the CPUC's resource adequacy compliance process.

Hanford CCA Draft Implementation Plan

City of Hanford
Capacity Requirements
(MW)
2020 to 2029

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Demand (MW)										
Retail Demand	88	89	89	90	90	90	91	91	92	92
Losses and UFE	5	5	5	5	5	5	5	5	5	5
Total Net Peak Demand	92	93	94	94	95	95	96	96	97	97
Reserve Requirement (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Capacity Reserve Requirement	14	14	14	14	14	14	14	14	15	15
Capacity Requirement Including Reserve	106	107	108	108	109	110	110	111	111	112

Local capacity requirements are a function of the PG&E and SCE area resource adequacy requirements and Hanford's projected peak demand. The City will need to work with the CPUC's Energy Division and staff at the California Energy Commission to obtain the data necessary to calculate its monthly local capacity requirement. A preliminary estimate of the City's annual local capacity requirement for the ten-year planning period remains constant at 16 MW as shown in the following table:

City of Hanford
Local Capacity Requirements
(MW)
2020 to 2029

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Hanford Peak/ SCE (MW)	92	93	94	94	95	95	96	96	97	97
Hanford Peak/ PG&E (MW)	-	<1%	<1%	<1%	<1%	<1%	<1%	<1%	<1%	<1%
Local Capacity Requirement (% of Peak)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Big Creek / Ventura Area Share of Local Capacity Requirement (%)	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%
LA Basin Area Share of Local Capacity Requirement (%)	76%	76%	76%	76%	76%	76%	76%	76%	76%	76%
Hanford Local Capacity Requirement Big Creek / Ventura (MW)	3	3	3	3	3	3	3	3	3	3
Hanford Local Capacity Requirement LA Basin (MW)	11	11	11	11	11	11	11	11	11	11
Hanford Local Capacity Requirement PG&E Other (MW)	-	1	1	1	1	1	1	1	1	1
Hanford Local Capacity Requirement Bay Area (MW)	-	1	1	1	1	1	1	1	1	1
Hanford Local Capacity Requirement, Total (MW)	14	16	16	16	16	16	16	16	17	17

The CPUC assigns local capacity requirements during the year prior to the compliance period; thereafter, the CPUC provides local capacity requirement true-ups for the second half of each compliance year.

The City will coordinate with PG&E and SCE and appropriate state agencies to manage the transition of responsibility for resource adequacy from PG&E and SCE to Hanford during CCA program phase-in. For system resource adequacy requirements, the City will make month-ahead showings for each month that the City plans to serve load, and load migration issues would be addressed through the CPUC's approved procedures. Hanford will work with the California Energy Commission and CPUC prior to commencing service to customers to ensure it meets its local and system resource adequacy obligations through its agreement(s) with its chosen electric supplier(s).

Hanford CCA Draft Implementation Plan

Renewables Portfolio Standards Energy Requirements

Basic RPS Requirements

As a CCA, the City will be required by law and ensuing CPUC regulations to procure a certain minimum percentage of its retail electricity sales from qualified renewable energy resources. For purposes of determining Hanford's renewable energy requirements, similar standards for RPS compliance that are applicable to the distribution utilities will also apply to the Hanford CCA.

California's RPS program is currently undergoing reform. On September 10, 2018, Governor Brown signed SB 100, which increases California's RPS procurement target to 60 percent by 2030 amongst other clean-energy initiatives. Implementing regulations for SB 100 have yet to be developed. However, it is reasonable to assume that interim annual renewable energy procurement targets (in addition to the threshold renewable energy procurement requirements for calendar years 2024, 2027 and 2030 that are already established in the legislation) will be imposed on CCAs and other retail electricity sellers to facilitate progress towards the 60 percent procurement mandate. For planning purposes, the City has assumed general straight-line (with the exception of calendar year 2026, which was assigned a 50% renewable procurement mandate, consistent with SB 100) annual increases to the RPS procurement target beginning in 2021, as the state advances on the 60 percent RPS. Furthermore, the City will ensure that all long-term renewable energy contracting requirements, as imposed by SB 350, will be satisfied through appropriate transactions with qualified suppliers and will also reflect this intent in ongoing resource planning and procurement efforts.

Hanford's Renewables Portfolio Standards Requirement

The City's annual RPS procurement requirements, as specified under California's RPS program, are shown in the table below.

	City of Hanford RPS Requirements (MWH) 2020 to 2029									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Retail Sales	192,342	271,568	272,925	274,290	275,661	277,040	278,425	279,817	281,216	282,622
Annual Procurement Target	63,473	97,764	106,441	112,459	121,291	130,209	139,212	145,505	154,669	161,095
% of Current Year Retail Sales*	33%	36%	39%	41%	44%	47%	50%	52%	55%	57%

*Note: Certain details related to SB 100 implementation have yet to be identified. For purposes of this table, the City assumed a general straight-line increase from California's 33 percent RPS procurement mandate in 2020 to California's new, 60 percent RPS procurement mandate in 2030. The only exception is calendar year 2026, which reflects a 50 percent renewable energy procurement mandate, consistent with SB 100.

Hanford CCA Draft Implementation Plan

Purchased Power

Power purchased from power marketers, public agencies, generators, and/or utilities will be a significant source of supply during the first several years of Hanford CCA Program operation. Hanford will initially contract to obtain all its electricity from one or more third party electric providers under one or more power supply agreements, and the supplier(s) will be responsible for procuring the specified resource mix, including the City's desired quantities of renewable energy, to provide a stable and cost-effective resource portfolio for the Hanford CCA Program.

Renewable Resources

The City will initially secure necessary renewable power supply from its third-party electric supplier(s). Hanford may supplement the renewable energy provided under the initial power supply contract(s) with direct purchases of renewable energy from renewable energy facilities or from renewable generation developed and owned by the City. At this point in time, it is not possible to predict what projects might be proposed in response to future renewable energy solicitations administered by Hanford, unsolicited proposals or discussions with other agencies. Renewable projects that are located virtually anywhere in the Western Interconnection can be considered as long as the electricity is deliverable to the CAISO control area, as required to meet the Commission's RPS rules and any additional guidelines ultimately adopted by the City. The costs of transmission access and the risk of transmission congestion costs would need to be considered in the bid evaluation process if the delivery point is outside of the City's load zone, as defined by the CAISO. As part of the Program's renewable contracting process, it will remain attentive to the applicable long-term contracting requirements expressed in SB 350 (which equate to 65 percent of applicable renewable energy procurement requirements).

Energy Efficiency

Hanford CCA's energy efficiency goals will reflect a commitment to increasing energy efficiency within the City, expanding beyond the savings achieved by SCE's programs. To promote the achievement of this goal, Hanford CCA may complete the CPUC application process for third-party administration of energy efficiency programs and use of funds collected through the existing public benefits surcharges paid by Hanford CCA customers. To the extent that Hanford CCA is successful in this future application process, receiving funding to administer additional energy efficiency programs within the region, it will seek to maximize end-use customer energy efficiency by facilitating customer participation in existing utility programs as well as by forming new programs that will displace Hanford CCA's need for traditional electric procurement activities. Additional details related to Hanford CCA's energy efficiency plan will be developed once Hanford CCA Program phase-in is complete.

With regard to Hanford CCA's anticipated energy efficiency savings, a reasonable baseline assumption for efficiency savings related to the demand-side portion of the Hanford CCA resource plan is steady growth towards 0.5 percent of Hanford CCA's projected energy sales by 2029. These savings would be in addition to the savings achieved by SCE administered programs.

CHAPTER 7 – Financial Plan

This Chapter examines the monthly cash flows expected during the startup and customer phase-in period of the Hanford CCA Program and identifies the anticipated financing requirements. It includes estimates of program startup costs, including necessary expenses and capital outlays. It also describes the requirements for working capital and long-term financing for the potential investment in renewable generation, consistent with the resource plan contained in Chapter 6.

Description of Cash Flow Analysis

The City's cash flow analysis estimates the level of capital that will be required during the startup and phase-in period. The analysis focuses on the Hanford CCA Program's monthly costs and revenues and specifically accounts for the phased enrollment of Hanford CCA Program customers described in Chapter 5.

Cost of CCA Program Operations

The first category of the cash flow analysis is the Cost of CCA Program Operations. To estimate the overall costs associated with CCA Program Operations, the following components were taken into consideration:

- Electricity Procurement;
- Ancillary Service Requirements;
- Exit Fees;
- Staffing and Professional Services;
- Data Management Costs;
- Administrative Overhead;
- Billing Costs;
- Scheduling Coordination;
- Grid Management and other CAISO Charges;
- CCA Bond and Security Deposit;
- Pre-Startup Cost Reimbursement; and
- Debt Service.

Revenues from CCA Program Operations

The cash flow analysis also provides estimates for revenues generated from CCA operations or from electricity sales to customers. In determining the level of revenues, the analysis assumes the customer phase-in schedule described herein, and assumes that Hanford charges a standard, default electricity tariff similar to the generation rates of SCE for each customer class and may offer an optional clean energy tariff (with a clean energy content, consisting of renewable energy and other carbon-free sources, that exceeds the Hanford CCA default retail option) at a premium

Hanford CCA Draft Implementation Plan

reflective of incremental clean energy costs. More detail on Hanford CCA Program rates can be found in Chapter 8.

Cash Flow Analysis Results

The results of the cash flow analysis provide an estimate of the level of capital required for the City to move through the CCA startup and phase-in periods. This estimated level of capital is determined by examining the monthly cumulative net cash flows (revenues from CCA operations minus cost of CCA operations) based on assumptions for payment of costs or other cash requirements (e.g., deposits) by Hanford, along with estimates for when customer payments will be received. This identifies, on a monthly basis, what level of cash flow is available in terms of a surplus or deficit.

The cash flow analysis identifies funding requirements in recognition of the potential lag between revenues received and payments made during the phase-in period. The estimated financing requirements for the startup and phase-in period, including working capital needs associated with the customer enrollments, was determined to be \$775 thousand. This amount includes costs that are related to the implementation/startup efforts (i.e., rate setting, power procurement and contract negotiations, marketing and communications, regulatory compliance, CCA bond, SCE security deposit, etc.) in order to serve customers by May 2020.

CCA Program Implementation Pro Forma

In addition to developing a cash flow analysis that estimates the level of working capital required to move Hanford through full CCA phase-in, a summary pro forma analysis that evaluates the financial performance of the CCA program during the phase-in period is shown below. The difference between the cash flow analysis and the CCA pro forma analysis is that the pro forma analysis does not include a lag associated with payment streams. In essence, costs and revenues are reflected in the month in which service is provided. All other items, such as costs associated with CCA Program operations and rates charged to customers remain the same. Cash provided by financing activities are not shown in the pro forma analysis, although payments for debt service are included as a cost item.

The results of the pro forma analysis are shown in the following tables. In particular, the summary of CCA program startup and phase-in addresses projected Hanford CCA Program operations for the period beginning April 2019⁵ through June 2029⁶. The City has also included a summary of Program reserves, which are expected to accrue over this same period.

⁵ The results of the pro forma analysis are broken out by Hanford's fiscal year, which spans July to June; therefore, the financial results for FYE 2019 are only inclusive of April through June 2019); all other fiscal years span a twelve month period.

⁶ Costs projected for staffing & professional services and other administrative & general relate to energy procurement, administration of energy efficiency and other local programs, generation development, customer service, marketing, accounting, finance, legal and regulatory activities necessary for program operation.

Hanford CCA Draft Implementation Plan

City of Hanford Summary of CCA Program Startup and Phase-In (July 2020 through June 2029)											
CATEGORY	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
I. REVENUES FROM OPERATIONS (\$)											
ELECTRIC SALES REVENUE	2,623,697	17,592,434	18,525,013	19,476,154	20,447,153	21,439,322	22,453,993	23,492,515	24,556,262	25,646,632	196,253,174
LESS UNCOLLECTIBLE ACCOUNTS	9,735	81,882	85,484	89,093	92,462	96,095	99,873	103,695	107,632	111,759	877,710
TOTAL REVENUES	2,613,962	17,510,552	18,439,528	19,387,060	20,354,691	21,343,227	22,354,119	23,388,820	24,448,630	25,534,873	195,375,463
II. COST OF OPERATIONS (\$)											
(A) OPERATIONS AND ADMINISTRATIVE (O&A)											
STAFFING & PROFESSIONAL SERVICES	1,417,590	1,160,568	1,194,998	1,230,848	1,267,773	1,305,806	1,344,980	1,385,330	1,426,890	1,273,824	13,008,607
MARKETING	92,436	80,812	61,650	63,500	65,404	67,367	69,388	71,469	73,613	75,822	721,461
DATA MANAGEMENT SERVICES	46,868	281,321	282,716	284,113	285,523	286,934	288,359	289,785	291,225	292,665	2,629,508
IOU FEES (INCLUDING BILLING)	6,364	38,199	38,366	38,534	38,703	38,872	39,043	39,214	39,387	39,560	356,241
OTHER ADMINISTRATIVE & GENERAL	130,000	180,000	184,950	190,499	196,213	202,100	208,163	214,408	220,840	227,465	1,954,638
SUBTOTAL O&A	1,693,258	1,740,900	1,762,680	1,807,492	1,853,616	1,901,079	1,949,933	2,000,206	2,051,955	1,909,335	18,670,454
(B) COST OF ENERGY	1,639,487	14,635,562	15,334,195	16,011,154	16,638,742	17,317,858	18,024,745	18,738,875	19,474,430	20,246,498	158,061,546
(C) OPERATING RESERVE	78,711	527,773	555,750	584,285	613,415	643,180	673,620	704,775	736,688	769,399	5,887,595
TOTAL COST AND OPERATING RESERVE	3,411,456	16,904,235	17,652,625	18,402,931	19,105,773	19,862,116	20,648,297	21,443,857	22,263,073	22,925,232	182,619,595
CCA PROGRAM SURPLUS/(DEFICIT)	(797,494)	606,317	786,903	984,130	1,248,918	1,481,112	1,705,822	1,944,963	2,185,557	2,609,641	12,755,869

City of Hanford Reserves Summary (July 2020 through June 2029)											
CATEGORY	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
I. RESERVE ADDITIONS											
(A) OPERATING RESERVE CONTRIBUTION	78,711	527,773	555,750	584,285	613,415	643,180	673,620	704,775	736,688	769,399	5,887,595
(B) CASH FROM FINANCING	788,000	-	-	-	-	-	-	-	-	-	788,000
SUBTOTAL RESERVE ADDITIONS	866,711	527,773	555,750	584,285	613,415	643,180	673,620	704,775	736,688	769,399	6,675,595
II. RESERVE SUBTRACTIONS											
(A) TOTAL FINANCING REPAYMENT	-	-	185,869	191,522	197,348	203,350	209,535	-	-	-	987,624
(B) INTEREST PAYMENTS	-	-	27,087	21,433	15,608	9,606	3,421	-	-	-	77,155
SUBTOTAL RESERVE SUBTRACTIONS	-	-	212,956	212,956	212,956	212,956	212,956	-	-	-	1,064,779
III. RATE STABILIZATION RESERVE BALANCE	866,711	1,394,484	1,737,279	2,108,607	2,509,066	2,939,290	3,399,954	4,104,730	4,841,418	5,610,817	

The surpluses achieved during the phase-in period serve to build Hanford CCA's net financial position and credit profile and to provide operating reserves for the City in the event that operating costs (such as power purchase costs) exceed collected revenues for short periods of time.

Hanford CCA Financings

It is anticipated that a loan from the City will be necessary to support Hanford CCA Program implementation. Subsequent capital requirements will be self-funded from the City's accrued Hanford CCA generated financial reserves. The anticipated financing approach is described below.

CCA Program Start-up and Working Capital

As previously discussed, the anticipated start-up and working capital requirements for the Hanford CCA Program are \$775 thousand. This amount is dependent upon the electric load served by the City, actual energy prices, payment terms established with the third-party supplier, and program rates. This figure would be refined during the startup period, as these variables become known. Once the Hanford CCA Program is up and running, these costs would be recovered from customers through retail rates.

Hanford CCA Draft Implementation Plan

It is assumed that this financing will be primarily secured via one or more term loans from the City. Requisite financing would need to be arranged no later than the first quarter of 2019.

Renewable Resource Project Financing

Hanford may consider project financings for renewable resources, likely local wind, solar, and biomass projects. These financings would only occur after a sustained period of successful Hanford CCA Program operation and after appropriate project opportunities are identified and subjected to appropriate environmental review.

In the event that such financing occurs, funds would include any short-term financing for the renewable resource project development costs and would likely extend over a 20- to 30-year term. The security for such bonds would be the revenue from sales to the retail customers of Hanford.

CHAPTER 8 – Rate Setting, Program Terms and Conditions

Introduction

This Chapter describes the initial policies proposed for Hanford in setting its rates for electric aggregation services. These include policies regarding rate design, rate objectives, and provision for due process in setting Program rates. Program rates are ultimately approved by the Hanford City Council. The City would retain authority to modify program policies from time to time at its discretion.

Rate Policies

The City will establish rates sufficient to recover all costs related to operation of the Hanford CCA Program, including any reserves that may be required as a condition of financing and other discretionary reserve funds that may be approved by Hanford. As a general policy, rates will be uniform for all similarly situated customers enrolled in the Hanford CCA Program throughout the City.

The primary objectives of the rate setting plan are to set rates that achieve the following:

- Rate competitive tariff option (default service offering), including a proportionate quantity of renewable energy in excess of California’s prevailing renewable energy procurement mandate;
- Voluntary renewable energy supply option (renewable content greater than the Hanford CCA default retail service offering));
- Rate stability;
- Equity among customers in each tariff;
- Customer understanding; and
- Revenue sufficiency.

Each of these objectives is described below.

Rate Competitiveness

The primary goal is to offer competitive rates for electric services that the City would provide to participating customers. For participants in the Hanford CCA standard Tariff, the goal would be for Hanford CCA Program rates to be initially one to five percent below, subject to actual energy product pricing and decisions of the City Council, similar generation rates offered by SCE. For participants in the Hanford CCA Program’s prospective voluntary clean energy Tariff, the goal would be to offer the lowest possible customer rates with an incremental monthly cost premium reflective of the actual cost of additional clean energy supply (renewable energy and other carbon-free sources) required to serve such customers. Based on current estimates, the anticipated cost premium for the Hanford CCA Program’s voluntary clean energy supply option would be one to ten percent relative to the default Hanford CCA tariff.

Hanford CCA Draft Implementation Plan

Competitive rates will be critical to attracting and retaining key customers. In order for the City to be successful, the combination of price and value must be perceived as superior when compared to the bundled utility service alternative. As planned, the value provided by the Hanford CCA Program will include a community focus and local investment and control.

As previously discussed, the Hanford CCA Program may increase renewable energy supply to program customers, relative to the incumbent utility, by offering two distinct rate tariffs. The default tariff for Hanford CCA Program customers will be the standard Tariff, which may increase renewable energy supply while maintaining generation rates that are generally comparable to SCE's. The initial renewable energy content provided under Hanford CCA's standard Tariff will at a minimum meet California's prevailing renewable energy procurement mandate. However, the City may also offer its customers a voluntary clean energy Tariff, which will supply participating customers with increased levels of renewable energy and/or other carbon-free sources at rates that reflect Hanford CCA's cost for procuring related energy supplies.

Participating qualified low- or fixed-income households, such as those currently enrolled in the California Alternate Rates for Energy ("CARE") program, will be automatically enrolled in the standard Tariff and will continue to receive related discounts on monthly electricity bills through SCE.

Rate Stability

The City will offer stable rates by hedging its supply costs over multiple time horizons and by including renewable energy supplies that exhibit stable costs. Rate stability considerations may prevent Hanford CCA Program rates from directly tracking similar rates offered by the distribution utility, SCE, and may result in differences from the general rate-related targets initially established for the Hanford CCA Program. Hanford plans to offer the most competitive rates possible after all Program operating costs are recovered and reserve targets are achieved.

Equity among Customer Classes

Initial rates of the Hanford CCA Program will be set based on cost-of-service considerations with reference to the rates customers would otherwise pay to SCE. Rate differences among customer classes will reflect the rates charged by the local distribution utility as well as differences in the costs of providing service to each class. Rate benefits may also vary among customers within the major customer class categories, depending upon the specific rate designs adopted by the City.

Customer Understanding

The goal of customer understanding involves rate designs that are relatively straightforward so that customers can readily understand how their bills are calculated. This not only minimizes customer confusion and dissatisfaction but will also result in fewer billing inquiries to the Hanford CCA Program's customer service call center. Customer understanding also requires rate structures to reflect rational rate design principles (i.e., there should not be differences in rates that are not justified by costs or by other policies such as providing incentives for conservation).

Hanford CCA Draft Implementation Plan

Revenue Sufficiency

Hanford CCA Program rates must collect sufficient revenue from participating customers to fully fund the City's annual budget related to Hanford CCA operations. Rates will be set to collect the adopted budget based on a forecast of electric sales for the budget year. Rates will be adjusted as necessary to maintain the ability to fully recover all costs of the Hanford CCA Program, subject to the disclosure and due process policies described later in this chapter. To ensure rate stability, funds available in the City's rate stabilization fund may be used from time to time to augment operating revenues.

Rate Design

The City will generally match the rate structures from the utilities' standard rates to avoid the possibility that customers would see significantly different bill impacts as a result of changes in rate structures that would take effect following enrollment in the Hanford CCA Program.

Custom Pricing Options

The City may work to develop specially-tailored rate and electric service products that meet the specific load characteristics or power market risk profiles of larger commercial and industrial customers. This will allow such customers to have access to a wider range of products than is currently available under the incumbent utility and potentially reduce the cost of power for these customers. The City may provide large energy users with custom pricing options to help these customers gain greater control over their energy costs. Some examples of potential custom pricing options are rates that are based on an observable market index (e.g., CAISO prices) or fixed priced contracts of various terms.

Net Energy Metering

As planned, customers with on-site generation eligible for net metering from SCE will be offered a net energy metering rate from the City. Net energy metering allows for customers with certain qualified solar or wind distributed generation to be billed on the basis of their net energy consumption. The SCE net metering tariff ("NEM") requires the CCA to offer a net energy metering tariff in order for the customer to continue to be eligible for service on Schedule NEM. The objective is that Hanford's net energy metering tariff will apply to the generation component of the bill, and the SCE net energy metering tariff will apply to the utility's portion of the bill. The City plans to pay customers for excess power produced from net energy metered generation systems in accordance with the rate designs adopted by the City.

Disclosure and Due Process in Setting Rates and Allocating Costs among Participants

Initial program rates will be adopted by Hanford following the establishment of the first year's operating budget prior to initiating the customer notification process. Subsequently, the City will prepare an annual budget and corresponding customer rates. Following the commencement of service, any proposed rate adjustment will be made to the City Council and ample time will be given to affected customers to provide comment on the proposed rate changes.

Hanford CCA Draft Implementation Plan

After proposing a rate adjustment, the City will furnish affected customers with a notice of its intent to adjust rates, either by mailing such notices postage prepaid to affected customers, by including such notices as an insert to the regular bill for charges transmitted to affected customers, or by including a related message directly on the customer's monthly electricity bill (on the page addressing Hanford CCA charges). The notice will provide a summary of the proposed rate adjustment and will include a link to the Hanford CCA Program website where information will be posted regarding the amount of the proposed adjustment, a brief statement of the reasons for the adjustment, and the mailing address of the Hanford CCA Program to which any customer inquiries relative to the proposed adjustment, including a request by the customer to receive notice of the date, time, and place of any hearing on the proposed adjustment, may be directed.

CHAPTER 9 – Customer Rights and Responsibilities

This chapter discusses customer rights, including the right to opt-out of the Hanford CCA Program and the right to privacy of customer usage information, as well as obligations customers undertake upon agreement to enroll in the CCA Program. All customers that do not opt out within 30 days of the fourth enrollment notice will have agreed to become full status program participants and must adhere to the obligations set forth below, as may be modified and expanded by the Hanford CCA City Council from time to time.

By adopting this Implementation Plan, the City will have approved the customer rights and responsibilities policies contained herein to be effective at Program initiation. The City retains authority to modify program policies from time to time at its discretion.

Customer Notices

At the initiation of the customer enrollment process, four notices will be provided to customers describing the Program, informing them of their opt-out rights to remain with utility bundled generation service, and containing a simple mechanism for exercising their opt-out rights. The first notice will be mailed to customers approximately sixty days prior to the date of automatic enrollment. A second notice will be sent approximately thirty days later. The City will likely use its own mailing service for requisite enrollment notices rather than including the notices in SCE's monthly bills. This is intended to increase the likelihood that customers will read the enrollment notices, which may otherwise be ignored if included as a bill insert. Customers may opt out by notifying the City using the Hanford CCA Program's designated telephone-based or internet opt-out processing service. Should customers choose to initiate an opt-out request by contacting SCE, they would be transferred to the Hanford CCA Program's call center to complete the opt-out request. Consistent with CPUC regulations, notices returned as undelivered mail would be treated as a failure to opt out, and the customer would be automatically enrolled.

Following automatic enrollment, at least two notices will be mailed to customers within the first two billing cycles (approximately sixty days) after Hanford CCA service commences. Opt-out requests made on or before the sixtieth day following start of Hanford CCA Program service will result in customer transfer to bundled utility service with no penalty. Such customers will be obligated to pay charges associated with the electric services provided by the City during the time the customer took service from the Hanford CCA Program, but will otherwise not be subject to any penalty or transfer fee from Hanford CCA.

Customers who establish new electric service accounts within the Program's service area will be automatically enrolled in the Hanford CCA Program and will have sixty days from the start of service to opt out if they so desire. Such customers will be provided with two enrollment notices within this sixty-day post enrollment period. Such customers will also receive a notice detailing the City's privacy policy regarding customer usage information. Hanford will have the authority to implement entry fees for customers that initially opt out of the Program, but later decide to

Hanford CCA Draft Implementation Plan

participate. Entry fees, if deemed necessary, would aid in resource planning by providing additional control over the Hanford CCA Program's customer base.

Termination Fee

Customers that are automatically enrolled in the Hanford CCA Program can elect to transfer back to the incumbent utility without penalty within the first two months of service. After this free opt-out period, customers will be allowed to terminate their participation but may be subject to payment of a Termination Fee, which Hanford reserves the right to impose, if deemed necessary. Customers that relocate within the City's service territory would have Hanford CCA service continued at their new address. If a customer relocating to an address within the City's service territory elected to cancel CCA service, the Termination Fee could be applied. Program customers that move out of Hanford's service territory would not be subject to the Termination Fee. If deemed applicable by Hanford, SCE would collect the Termination Fee from returning customers as part of Hanford CCA's final bill to the customer.

For illustrative purposes, Hanford CCA's Termination Fee could vary by customer class as set forth in the table below, subject to a final determination by the City.

HANFORD CCA Program: Illustrative Schedule of Fees for Service Termination*

Customer Class	Fee
Residential	\$5
Non-Residential	\$25

*Note that Hanford has yet to adopt a Schedule of Fees for Service Termination. The fees reflected in this table are representative of similar charges adopted by California's operating CCA programs.

If adopted, the Termination Fee would be clearly disclosed in the four enrollment notices sent to customers during the sixty-day period before automatic enrollment and following commencement of service. The fee could also be changed prospectively by Hanford subject to applicable customer noticing requirements.

Customers electing to terminate service after the initial notification period would be transferred to SCE on their next regularly scheduled meter read date if the termination notice is received a minimum of fifteen days prior to that date. Such customers would also be liable for the nominal reentry fees imposed by SCE and would be required to remain on bundled utility service for a period of one year, as described in the utility CCA tariffs.

Customer Confidentiality

Hanford will establish policies covering confidentiality of customer data that are fully compliant with the required privacy protection rules for CCA customer energy usage information, as detailed within Decision 12-08-045. The City will maintain the confidentiality of individual customers' names, service addresses, billing addresses, telephone numbers, account numbers,

Hanford CCA Draft Implementation Plan

and electricity consumption, except where reasonably necessary to conduct business of the Hanford CCA Program or to provide services to customers, including but not limited to where such disclosure is necessary to (a) comply with the law or regulations; (b) enable Hanford to provide service to its customers; (c) collect unpaid bills; (d) obtain and provide credit reporting information; or (e) resolve customer disputes or inquiries. The City will not disclose customer information for telemarketing, e-mail, or direct mail solicitation. Aggregate data may be released at Hanford's discretion.

Responsibility for Payment

Customers will be obligated to pay Hanford CCA Program charges for service provided through the date of transfer including any applicable Termination Fees. Pursuant to current CPUC regulations, the City will not be able to direct that electricity service be shut off for failure to pay Hanford CCA bills. However, SCE has the right to shut off electricity to customers for failure to pay electricity bills, and SCE Electric Rule 23 mandates that partial payments are to be allocated pro rata between SCE and the CCA. In most circumstances, customers would be returned to utility service for failure to pay bills in full and customer deposits (if any) would be withheld in the case of unpaid bills. SCE would attempt to collect any outstanding balance from customers in accordance with Rule 23 and the related CCA Service Agreement. The proposed process is for two late payment notices to be provided to the customer within 30 days of the original bill due date. If payment is not received within 45 days from the original due date, service would be transferred to the utility on the next regular meter read date, unless alternative payment arrangements have been made. Consistent with the CCA tariffs, Rule 23, service cannot be discontinued to a residential customer for a disputed amount if that customer has filed a complaint with the CPUC, and that customer has paid the disputed amount into an escrow account.

Customer Deposits

Under certain circumstances, Hanford CCA customers may be required to post a deposit equal to the estimated charges for two months of CCA service prior to obtaining service from the Hanford CCA Program. A deposit would be required for an applicant who previously had been a customer of SCE or Hanford CCA and whose electric service has been discontinued by SCE or Hanford CCA during the last twelve months of that prior service arrangement as a result of bill nonpayment. Such customers may be required to reestablish credit by depositing the prescribed amount. Additionally, a customer who fails to pay bills before they become past due as defined in SCE Electric Rule 11 (Discontinuance and Restoration of Service), and who further fails to pay such bills within five days after presentation of a discontinuance of service notice for nonpayment of bills, may be required to pay said bills and reestablish credit by depositing the prescribed amount. This rule will apply regardless of whether or not service has been discontinued for such nonpayment⁷. Failure to post deposit as required would cause the account service transfer request to be rejected, and the account would remain with SCE.

⁷ A customer whose service is discontinued by Hanford is returned to SCE generation service.

CHAPTER 10 - Procurement Process

Introduction

This Chapter describes Hanford's initial procurement policies and the key third party service agreements by which the City will obtain operational services for the Hanford CCA Program. By adopting this Implementation Plan, the City will have approved the general procurement policies contained herein to be effective at Program initiation. Hanford retains authority to modify Program policies from time to time at its discretion.

Procurement Methods

Hanford will enter into agreements for a variety of services needed to support program development, operation and management. It is anticipated that the City will generally utilize Competitive Procurement methods for services but may also utilize Direct Procurement or Sole Source Procurement, depending on the nature of the services to be procured. Direct Procurement is the purchase of goods or services without competition when multiple sources of supply are available. Sole Source Procurement is generally to be performed only in the case of emergency or when a competitive process would be an idle act.

The City will utilize a competitive solicitation process to enter into agreements with entities providing electrical services for the program. Agreements with entities that provide professional legal or consulting services, and agreements pertaining to unique or time sensitive opportunities, may be entered into on a Direct Procurement or Sole Source basis at Hanford's discretion. Authority for terminating agreements will generally mirror the authority for entering into such agreements.

Key Contracts

Electric Supply Contract

Hanford will initiate service using supply contracts with one or more qualified providers to supply sufficient electric energy resources to meet Hanford CCA customer demand as well as applicable resource adequacy requirements, ancillary and other necessary services. It is anticipated working with CCEA to issue a Request for Proposals ("RFP") for energy supply products and services including shaped conventional energy, renewable energy, resource adequacy capacity, and scheduling coordinator services will be issued in December 2019. The tentative RFP schedule and timeline is broken out below:

Release RFP	December 2019
Deadline for Question Submittal	December 2019
Proposals Due	January 2020
Notification of Short List	January 2020
Begin Contract Negotiations	February 2020
Best and Final Pricing	March 2020
Contract Approval and Execution	March 2020

Hanford CCA Draft Implementation Plan

As indicated in the above RFP timeline, the City plans to receive proposals, including indicative pricing for all requested products and services, in January 2020. This would provide the City with a sufficient amount of time to evaluate the proposals, develop a short-list, negotiate contracts, and execute final agreements by the end of the 1st quarter 2020.

The City may complete additional solicitations to supplement its energy supply and/or to replace contract volumes provided under the original contract. Hanford would begin such procurement sufficiently in advance of contract expiration so that the transition from the initial supply contract occurs smoothly, avoiding dependence on market conditions existing at any single point in time.

As part of the energy supply and services RFP released in December 2019, Hanford will solicit the services of a certified scheduling coordinator to schedule loads and resources to meet Hanford CCA customer demand. The City may designate the primary supplier to be responsible for day-to-day energy supply operations of the Hanford CCA Program and for managing the predominant supply risks for the term of the contract. The primary supplier may also contribute to meeting the Program's renewable energy supply goals. However, additional suppliers may be identified to supplement requisite energy supplier of the Hanford CCA program. Finally, the primary supplier may be responsible for ensuring Hanford's compliance with all applicable resource adequacy and regulatory requirements imposed by the CPUC or FERC.

Data Management Contract

A data manager will provide the retail customer services of billing and other customer account services (electronic data interchange or EDI with SCE, billing, remittance processing, and account management). Recognizing that some qualified wholesale energy suppliers do not typically conduct retail customer services whereas others (i.e., direct access providers) do, the data management contract may be separate from the electric supply contract. It is anticipated that Hanford CCA will use CCEA's data manager to perform all of the data management functions.⁸

The data manager is responsible for the following services:

- Data exchange with SCE;
- Technical testing;
- Customer information system;
- Customer call center;
- Billing administration/retail settlements; and
- Settlement quality meter data reporting
- Reporting and audits of utility billing.

⁸ The contractor providing data management may also be the same entity as the contractor supplying electricity for the program.

Hanford CCA Draft Implementation Plan

Utilizing a third party for account services eliminates a significant expense associated with implementing a customer information system. Such systems can impose significant information technology costs and take significant time to deploy. Separation of the data management contract from the energy supply contract provides the City with greater flexibility to change energy suppliers, if desired, without facing an expensive data migration issue.

Hanford is considering joining California Choice Energy Authority, a hybrid JPA program, for various components of Hanford CCA's operations, including data management and call center functions. Should Hanford CCA decide not to partner for these services, an RFP process, similar to the electric supply RFP described above, will be completed. The tentative RFP schedule and timeline is broken out below:

Release RFP	December 2019
Deadline for Question Submittal	December 2019
Proposals Due	January 2020
Notification of Short List	January 2020
Short List Interviews	January 2020
Begin Contract Negotiations	January 2020
Contract Approval and Execution	January 2020

The RFP timeline will allow the City to get a data manager under contract by late January 2020. Even though Hanford CCA will not serve customers until May 2020, the data manager will need sufficient time to setup and integrate the various data systems with Hanford, SCE, and other third parties such as Hanford CCA's scheduling coordinator.

CHAPTER 11 – Contingency Plan for Program Termination

Introduction

This Chapter describes the process to be followed in the case of Hanford CCA Program termination. By adopting the original Implementation Plan, the City will have approved the general termination process contained herein to be effective at Program initiation. In the unexpected event that the City would terminate the Hanford CCA Program and return its customers to SCE service, the proposed process is designed to minimize the impacts on its customers and on SCE. The proposed termination plan follows the requirements set forth in SCE's tariff Rule 23 governing service to CCAs. The City retains authority to modify program policies from time to time at its discretion.

Termination by Hanford CCA

Hanford will offer services for the long term with no planned Program termination date. In the unanticipated event that the City decides to terminate the Program, the City Council would vote on Program termination.

After any applicable restrictions on such termination have been satisfied, notice would be provided to customers six months in advance that they will be transferred back to SCE. A second notice would be provided during the final sixty-days in advance of the transfer. The notice would describe the applicable distribution utility bundled service requirements for returning customers then in effect, such as any transitional or bundled portfolio service rules.

At least one-year advance notice would be provided to SCE and the CPUC before transferring customers, and the City would coordinate the customer transfer process to minimize impacts on customers and ensure no disruption in service. Once the customer notice period is complete, customers would be transferred *en masse* on the date of their regularly scheduled meter read date.

Hanford will post a bond or maintain funds held in reserve to pay for potential transaction fees charged to the Program for switching customers back to distribution utility service. Reserves would be maintained against the fees imposed for processing customer transfers (CCASRs). The Public Utilities Code requires demonstration of insurance or posting of a bond sufficient to cover reentry fees imposed on customers that are involuntarily returned to distribution utility service under certain circumstances. The cost of reentry fees are the responsibility of the energy services provider or the community choice aggregator, except in the case of a customer returned for default or because its contract has expired. The City will post financial security in the appropriate amount as part of its registration materials and will maintain the financial security in the required amount, as necessary.

HANFORD CCA Draft Implementation Plan

CHAPTER 12 – Appendices

Appendix A: City of Hanford Ordinance No. 18-07 (Adopting Implementation Plan)